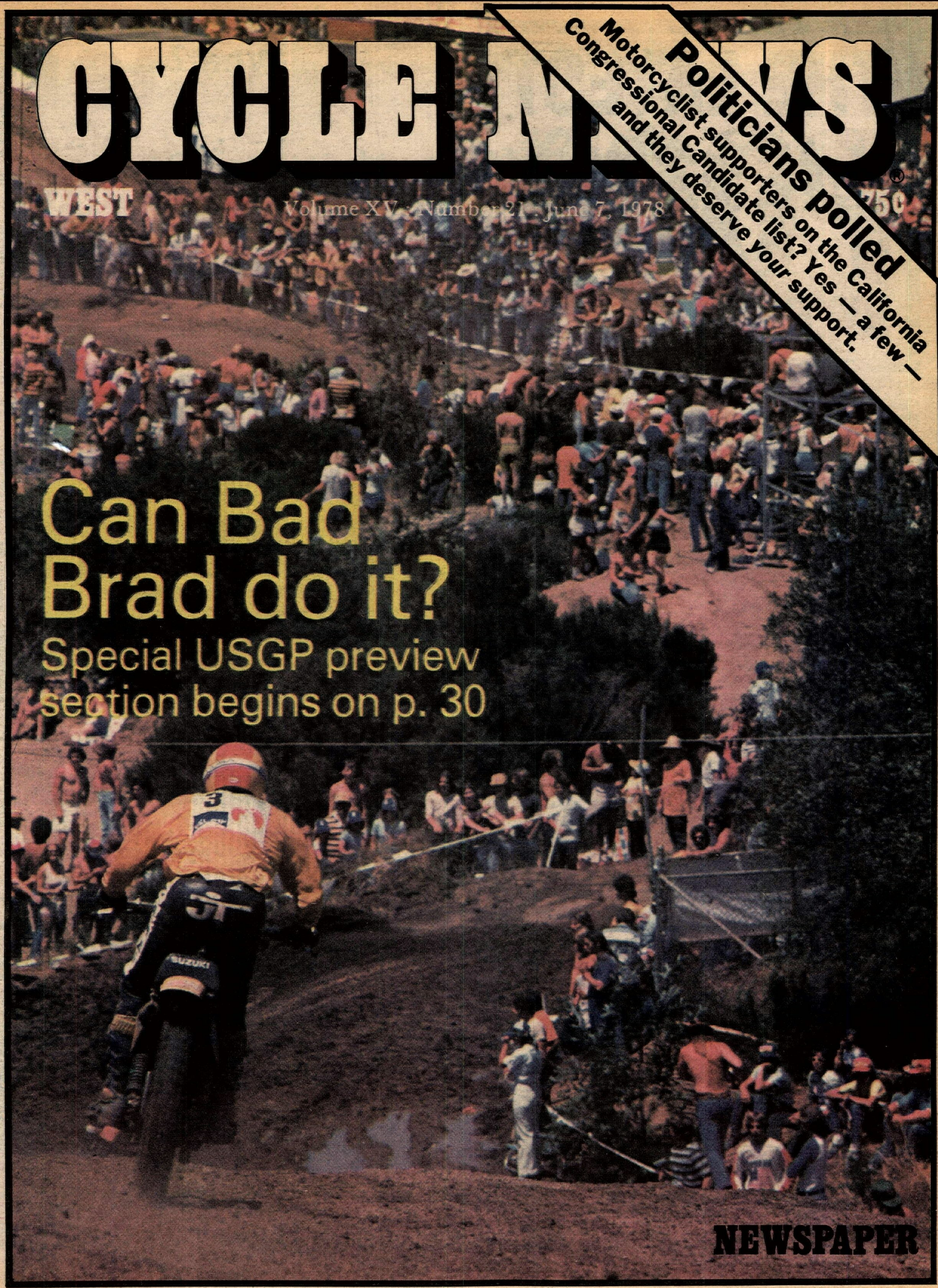
CYCLE NEWS
WEST Volume XV Number 21 June 7, 1978 75¢

Politicians polled

Motorcyclist supporters on the California Congressional Candidate list? Yes — a few — and they deserve your support.

Can Bad Brad do it?

Special USGP preview section begins on p. 30



NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Due to heavy rains in the Oklahoma City area in the days preceeding the rescheduled Mid-America Grand National half mile, the race was cancelled again and will not be rescheduled. Though the day was sunny and warm, the track was drying too quickly and peeling on the top. AMA referee Duke Olliges made the decision to cancel with the support of AMA Professional Competition Manager Mel Parkhurst.

Promoter Hugo Shea, however, felt that the track was raceable. "There won't be a next year," he said. Shea says he'll give up the Oklahoma City Grand National promotion.

Rider reaction to the cancellation was split. A group of them, including tuner Bart Markel and rider Garth Brow, argued with Parkhurst that the race should be run, while others including Gene Romero, Corky Keener, and Skip Aksland agreed with the decision.

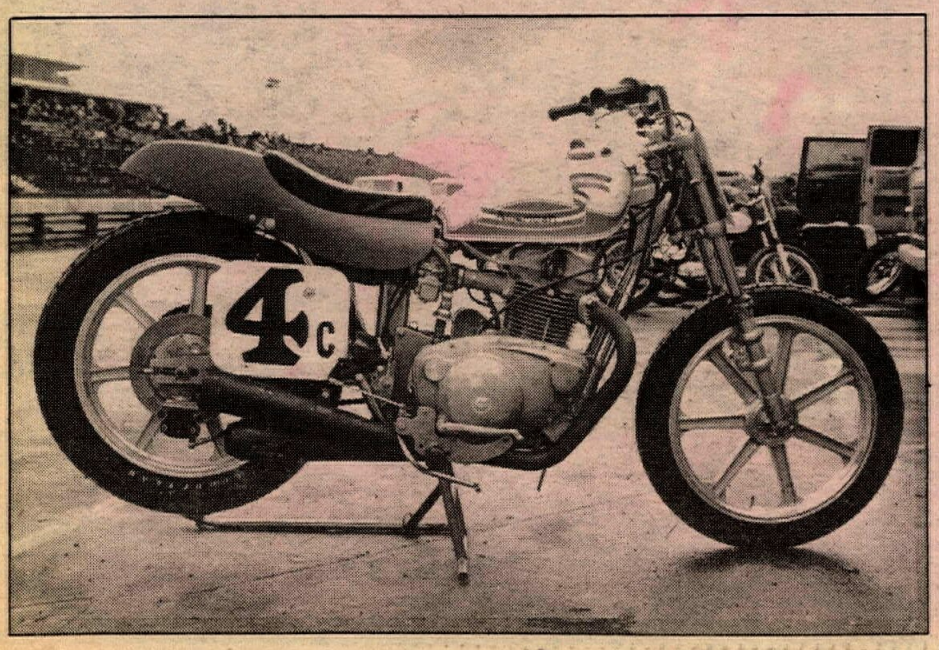
In the Oregon State National Enduro, Team Suzuki riders Drew Smith and Mike Rosso finished 1-2 on PE175s. Smith zeroed the course, but somehow incurred an 11-second penalty while going through a secret checkpoint looking at his watch. Dale Wormath, a 250 "B" rider, finished third overall. Complete coverage next week.

Who's gonna win the Bel-Ray USGP of Motocross at Carlsbad? Papa sez it's going to be either Brad Lackey or Heikki Mikkola, with the Flying Finn having a slight edge. Dark horses worth watching will be Mike Bell and Rex Staten. Seeyathere.

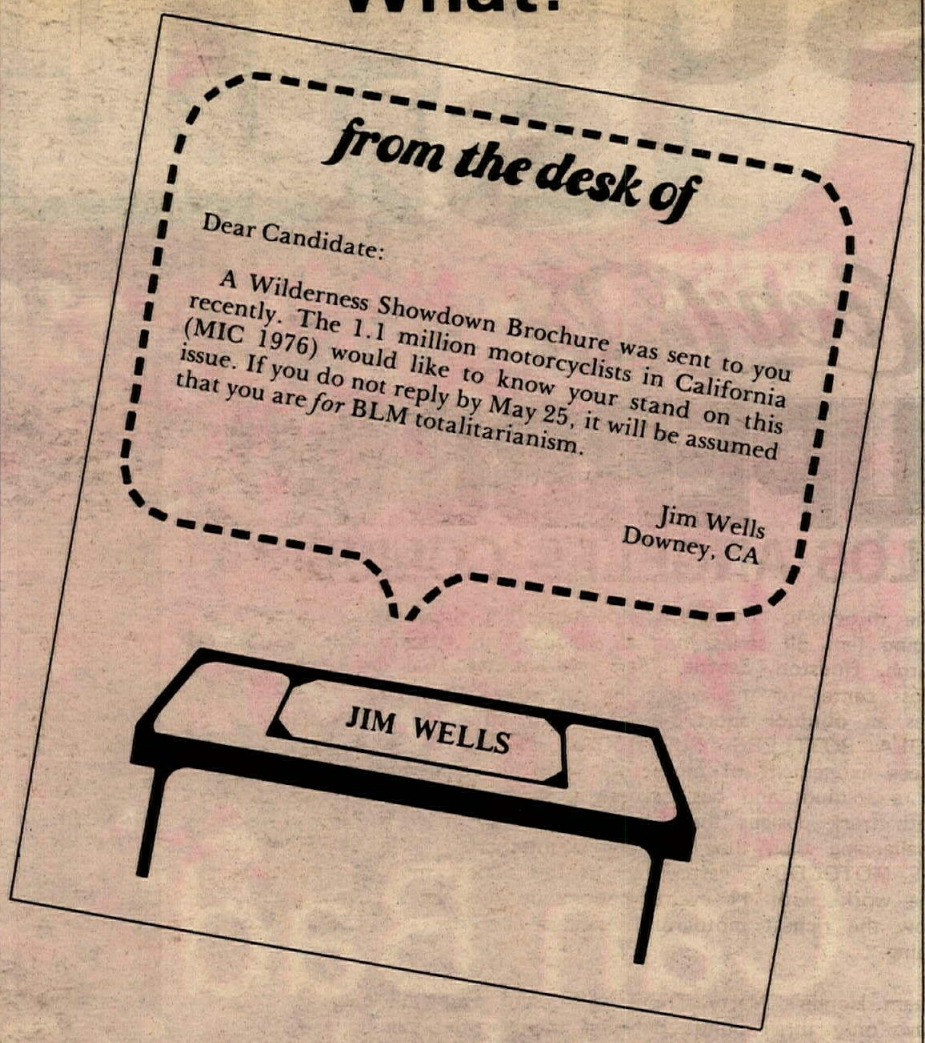
Lackey and Mikkola both suffered thrown chain problems in the first moto at the May 28 Swedish 500cc World Championship MX Series event. Likewise, four-time USGP winner Gerrit Wolsink DNF with a flat tire. Maico's Herbert Schmitz went on to top the opening moto of the race held near the town of Vasteras. Suzuki's Roger DeCoster finished second ahead of Maico rider Ivan van den Broeck; Bengt Aberg and Jaak Van Velthoven rounded out the top five.

DeCoster wound up the overall winner in Sweden. Mikkola and Lackey came back to 1-2 the second moto, but DeCoster's 2-3 total topped the heap. Following Mikkola, Lackey and DeCoster in the second race were Gerrit Wolsink and Graham Noyce.

Look out Harley-Davidson. The four year dream of Bill Kennedy to produce an American made motorcycle to give Harley a run for the money is nearing completion. The Kennedy crew turned up at a non-sanctioned half mile to give a prototype of the American some race testing with Roger Crump doing the throttle twisting. Although minor problems cropped up, Kennedy is optimistic that he will be in Camel Pro Series competition by the June 25 Columbus ,OH National.



What?



See p. 24 for the results of Wells' private political poll. Then don't forget to get out and vote on June 6.

Check p. 34 for the World Championship point standings in our Carlsbad preview section.

Yamaha's Kenny Roberts won the May 28 F750 World Championship round at Osterreichring in Austria, winning the first leg by 13 seconds and the second by over 20. Johnny Cecotto scored a second overall. Steve Baker ran out of gas in the first race, then took third in the second.

AMA Camel Pro Series Rookie of the Year contender Lance Jones suffered a broken ankle in a hang gliding accident the day before the Denver Grand National half mile. It's a tough break for the young Alabaman, and Papa sends best wishes for a speedy recovery.

The comic strip drawn by Tim Barela, which has graced the Voices page for over a year, will no longer be run. Barela gave up the strip in order to prepare a comic strip called *Hib-Kibble Soup* for possible national syndication, in addition to the continuing comics in *Cycle News'* sister publication *Biker*, *Cycle World* and a new one to appear in *Choppers*.

Pierre desRoches, tuner for Reg Pridmore, called Papa to say that Reg will be riding a Vetter Kawasaki in AMA Superbike Production. "Vetter provides 95% of the support," said desRoches, adding that Yoshimura was a minor sponsor. An earlier "Poop" item had Pridmore on a Yoshimura/ Vetter Kawasaki.

Team Managers will be giving input on the design of the Coca-Cola Superbowl of Motocross track, say the Stadium Motorsports Corporation people. They also promise plenty of lines through the corners for passing. But if Bob "Hurricane" Hannah hasn't cooled down by the time the June 24 event rolls around, the number of lines available for passing might not make much difference.

Tickets for the June 11 Sears Point AMA/Mr. PiBB National Championship event, presented by Kawasaki, are available at all BASS and Ticketron outlets. Participating Kawasaki dealers also have discount tickets. They cost $8 for adults, $4 for 6-12 year-olds, and kids under six get in free. Parking at Sears Point is free, too.

No riding for a while — that's the latest word from AMA 250cc National MX champion Tony DiStefano's doctor. The "D" had to pass up the opening AMA 500cc National Championship/ Mr. PiBB MX Series round in Texas, but he hopes to ride in the second series event at Sears Point on June 11. He'll also miss the June 4 Bel-Ray U.S. Grand Prix at Carlsbad. DiStefano says thanks to all the people who have been sending in those get-well wishes.

Want to be in the movies? Peter Starr, complete with his talented film crew, will be at the California Racing Club's June 4 Tenderfoot Enduro, and he needs about 300 people. All you have to do is show up before 1 p.m. when the filming begins and know the words to Arlo Guthrie's *Motorcycle Song*. That's right. Three hundred riders will be filmed — riding and singing *Motorcycle Song* — for a spot in Starr's film *Take it to the limit*. Caution: There's also a CRC desert race in the same area (see their calendar listing). It's the enduro that's being filmed.

(Continued to page 5)

SUPERCROSS SIZZLES

INTO THE

Coca-Cola Bottlers

TOYOTA SUPERCROSS SERIES

SUPERBOWL OF MOTOCROSS VII

LOS ANGELES COLISEUM

SATURDAY NIGHT JUNE 24

The throttle-to- throttle competition that drew record crowds of racing fans all series long to stadiums in Atlanta, Pontiac, Pittsburgh, Houston, Seattle, roars into Southern California, the motocross center of the world, on Saturday, June 24. Motocross was an outdoor sport tradition until 1972 when the COCA–COLA BOTTLERS SUPERBOWL OF MOTOCROSS united the sheer excitement of motocross with the spectator convenience of a stadium and has become a seven-year tradition of its own with track designs that are acclaimed by many riders as more challenging than their outdoor counterparts. The SUPERBOWL OF MOTOCROSS gave birth to the richest motcross series in the world with 11 events nationwide this year. And right now the richest motocross series is also the HOTTEST series going.

Team Honda's Marty Tripes and Team Yamaha's Bob Hannah have only three points between them in the standings after nine races. Tripes shot to superstar status with back-to-back wins at the SUPERBOWL OF MOTOCROSS in '72and '73 Then he fell into relative obscurity only to skyrocket back into the limelight at the start of this 1978 season. A win June 24 could give him a triple crown, the lion's share of the unprecedented $50,000 prize money, and the lead in the $360,000 Toyota Supercross Series. Bob Hannah has yet to win this racing classic; but a spectacular record, including 22 consecutive victories, last year's Supercross crown, and a scant three point lead over Tripes makes Hannah the man to beat in the Coliseum. The rest of the Honda "Wrecking Crew" is right on their heels, finishing third through sixth place in the recent New Orleans Superdome race.

The magnificent SUPERBOWL is wide open for rock and roll, wheel-to-wheel racing for a solid three hours.

CURRENT SUPERCROSS STANDINGS

RIDER	POINTS
1. Bob Hannah	223
2. Marty Tripes	220
3. Kent Howerton	131
4. Tommy Croft	128
5. Steve Wise	122

See Hannah battle Tripes and 80 of the best for $50,000 PRIZE MONEY The LARGEST stadium pay off ever!!!

See BOB CORRELL charge down the parastyle SKY RUN jump or his KITECYCLE and attempt to HANG GLIDE his c[illegible] OF YEAR GORGE and land right on the RAMS FOOTBALL [illegible]

NEW major track obstacles at both ends of the Coliseum. Including "THE SWAMP" The Diabolical WATERHOLE Returns! (Watch for full track preview in next Cycle News issue)

YOU AND THE STADIUM EXPERIENCE

The SUPERBOWL OF MOTOCROSS is a dramatic conbination of racing entertainment, and spectator comfort---the basis of SUPERCROSS'S phenomenal success nationwide. Racing fans, lovers of action sports, movie stars and sports personalities come from all over the world for this one night in Southern California.

To add to your convenience, the Coliseum gates will open early at 4:00 p.m. this year to give you ample time to avoid the crowds and still be in your seat before practice starts. All seats are reserved at prices as low as $6.00! (Rider practice begins at 5:00 p.m. to start your racing blood pounding early.)

Special fencing is being erected for your safety and easy passage through congested areas. Sixteen ounce "Superbeer" returns with more food and concession stands than ever before to help you avoid lines. Even a helicopter to assist traffic flow has been provided to make this the most super SUPERBOWL you've ever witnessed. No heat. No dust. No chemical restrooms or hauling coolers and seats for two miles. Just a comfortable, reserved seat that views the entire track and the hottest racing and entertainment for you, your friends and family to enjoy! But get your tickets now as the best seats are going fast!

HONDA GOODYEAR IN-N-OUT BURGER KRW

UNIVERSITY STEREO KWEST 106 FM ANNOUNCES SCOTT USA

TICKETS NOW AT TICKETRON, PATICIPATING HONDA DEALERS, AND MUTUAL AGENCIES. RESERVED SEATS AS LOW AS $6.00

FOR INFORMATION CALL 213-748-6131

See the SUPERBOWL AMATEUR NATIONAL in the L.A. COLISEUM on June 26,1978.
For information call Jerry Surber (713) 482–7593

Stadium Motorsports

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ON THE FRONT PAGE: United States MX Grand Prix winner Gerrit Wolsink heads for the finish line and his fourth consecutive victory at Carlsbad. Photo by John D. Ulrich.

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VOICES

More National coverage, please

Robert Duncan's letter describes exactly how I feel. Please, more National coverage and continuous point standings.

STEVE BUXTON
Tujunga, CA

Bob Hayes booster

I haven't read much in *Cycle News* about Bob Hayes running for the 39th District Republican for Assemblyman. He is a fellow motorcycle rider, and in these days where our representation in Government has to be increased we should support him in every way possible.

I would like all motorcycle riders street, motocross, desert and enduro to join me in sending a contribution to the Bob Hayes for Assembly Fund at 213 N. Maclay, San Fernando, CA 91340, 213/361-8530.

Let's elect Bob so we know there is a motorcycle rider in Sacramento who knows our problems.

ED WALDHEIM
Clean Sweep Racing Team
Los Angeles, CA

Just helpin' out

The significance and implications of the BLM Wilderness Review on the California Desert represent one of the greatest crisis faced by the desert motorcyclists in recent years. Needless to say, communication will play a critical role in determining the final outcome of the review process.

The American Motorcyclist Association is deeply indebted to *Cycle News West* and its staff for increasing our ability to communicate with not only AMA members but also to all motorcyclists in California. Your cooperation and assistance in spreading the word about the wilderness process and how riders can impact that process is deeply appreciated.

The cooperative efforts between the AMA, District 37 Legal Defense Task Force, and *Cycle News West* represent the organized efforts that will be necessary to adequately represent motorcyclists' interests. Thanks for your help.

ROBERT RASOR
AMA Associate Director,
Government Relations

Virginia City GP thanks

I would like to publicly express my appreciation to the Western States Racing Association and the Virginia City locals for putting on the 8th annual Virginia City Grand Prix.

This was my fourth year of riding their classic, and although there were some difficulties dues to the new scoring system, overall it was a well run and challenging event.

See ya next year!

"SHRINK" VOGT, Ph. D.
Cross Country Association
Reno, NV

BLM eye opener

You never know what you'll walk into when you get a wrong address from the Bureau of Land Management. On May 11, in Bishop, CA, what we had expected to be a public wilderness meeting turned out to be a business meeting of the California Desert Advisory Committee. Too late we realized we had stumbled into the wrong meeting. Althought there was no public input, it was nevertheless an eye opener.

There are three sets of meetings scheduled with the BLM and the CDAC covering all aspects of the desert *except* off-road vehicle enthusiasts: July 19-20 in San Bernardino, Sept. 28-29 in San Bernardino, Nov. 30, Dec. 1-2 in Riverside.

The BLM plans field trips for the CDAC so that they can see, first hand, the controversial areas. Some areas that are too difficult or inconvenient for field trips will be discussed with slide presentations. Needless to say, the BLM will slant the coverage to suit their own needs.

We feel that motorcyclists should be represented on these field trips so that we may know, first hand, what direction the BLM is taking.

Another point we feel is important is that the CDAC thinks highly of slide presentations. It would seem that anytime we wish to make a point on the Wilderness Study Areas, *back it up with slides!*

If you have a favorite area that the BLM wants to study, show them that it would be a waste of time. Show them pictorially that there is definite intrusion by man.

RICK HAMMEL
LAURIE HAMMEL
Newhall, CA

Dugan's dad speaks out

For a year now (almost), I have been reading about John Wincewic's being 1977 AMA Regional Champion and top Novice. He is not.

Ray Dugan from Eureka, CA was 1977 AMA Regional Champion; he got top payoff and the Regional Champion Belt.

That fact has never been in *Cycle News*. Neither has the fact that he won it with a 1973 Honda Elsinore motor which he built and tuned himself. He did all his own wrenching, tire changing and pit work while his competition just rode.

He won the Heat Trophy Dash and Main at Boise last year, and he won the Heat Dash and Main at Castle Rock.

He's now recovering from injuries he got at Ascot this year but will be back in time for some more racing this year. A lot of people in northern California are sick of reading the incorrect information in *Cycle News* reports. Check with the AMA for the facts.

JIM DUGAN
Eureka, CA

Master Link memo

Master Links M.C. members wish to thank everyone for their cooperation and understanding when we were forced to cancel our hare and hound race last weekend.

A District 37 race cannot be held without a ambulance in attendance. After the ambulance was discovered broken down, we called and were informed that they would dispatch the next available vehicle to our race site. Three hours later, none had shown up. We feel it's time we began getting better service from a contract we all pay for indirectly.

All entry fees will be refunded as soon as possible with finisher pins enclosed. Thanks again for the great sportsmanship you all showed to us.

BILL CAMPBELL
President, Master Links M.C.
Whittier, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

Next week

Bel-Ray USGP of Motocross

Louisville Half Mile

THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

There's a general membership meeting for the Arizona Motocross Association, an organization still in the forming stages, and all MX enthusiasts are invited. Drop in at the IBEW Local 769 Meeting Hall, 3232 North 20th St., Phoenix, AZ at 7:30 on June 7 if you want to get involved. More info is available from K.L. Lange, Director of Public Relations, AMXA, P.O. Box 10264, Phoenix, AZ 85064, 602/943-8584.

The Burns to Bend desert race is alive and well. This Oregon race, started two years ago by Bob Strobel of the Oregon Desert Riders Association, will be presented on Sept. 3 by the Harney Basin M.C. of Burns, OR and the Cascade M.C. of Bend, OR. Details to follow in the *Cycle News* calendar section.

A TV special filmed by WKEF-TV in cooperation with J.R. Kelley's KK Motorcycle Supply, both of Dayton, OH, won the Sports Category at the 14th Emmy Awards Presentation held Saturday, May 13. George Mitchell, President of WKEF-TV and an avid motorcycle dirt and street bike rider, took a crew down to Daytona for the half-hour special, *Daytona '77*, that included the International Lightweight Road Race, the Daytona Supercross and the Daytona 200.

Saddleback Saturday Motocross, with sponsorship from Trippe, Cox Associates and Wheelsmith Motorcycles, will be presenting their fifth "Win a ticket to the USGP" motocross at Saddleback Park on June 3. First place in each class is good for a ticket to the Bel-Ray United States Grand Prix of Motocross at Carlsbad the following day. Second place in each class will win a $10 gift certificate from Wheelsmith. There'll be trophies as well, plus lotsa racing: two 30-minute motos for Sportsmen and two 40-minute motos for Pros. Call SSM at 714/495-4771 for full details.

Sandpoint, ID sounds like a great place to spend the Fourth of July weekend, according to the info Roger Kane sent in to Papa. Roger says there are three MX races slated for the weekend in the Sandpoint area — July 1 at Tekoa, WA; July 2 at Sandpoint; July 4 at Clarkia, ID — and they pay $1,500, $3,000 and $1,500, respectively. Plus there's the usual parade, fireworks and a lot of beautiful country up that way. Now if he can just convince *Mrs.* Wealey . . .

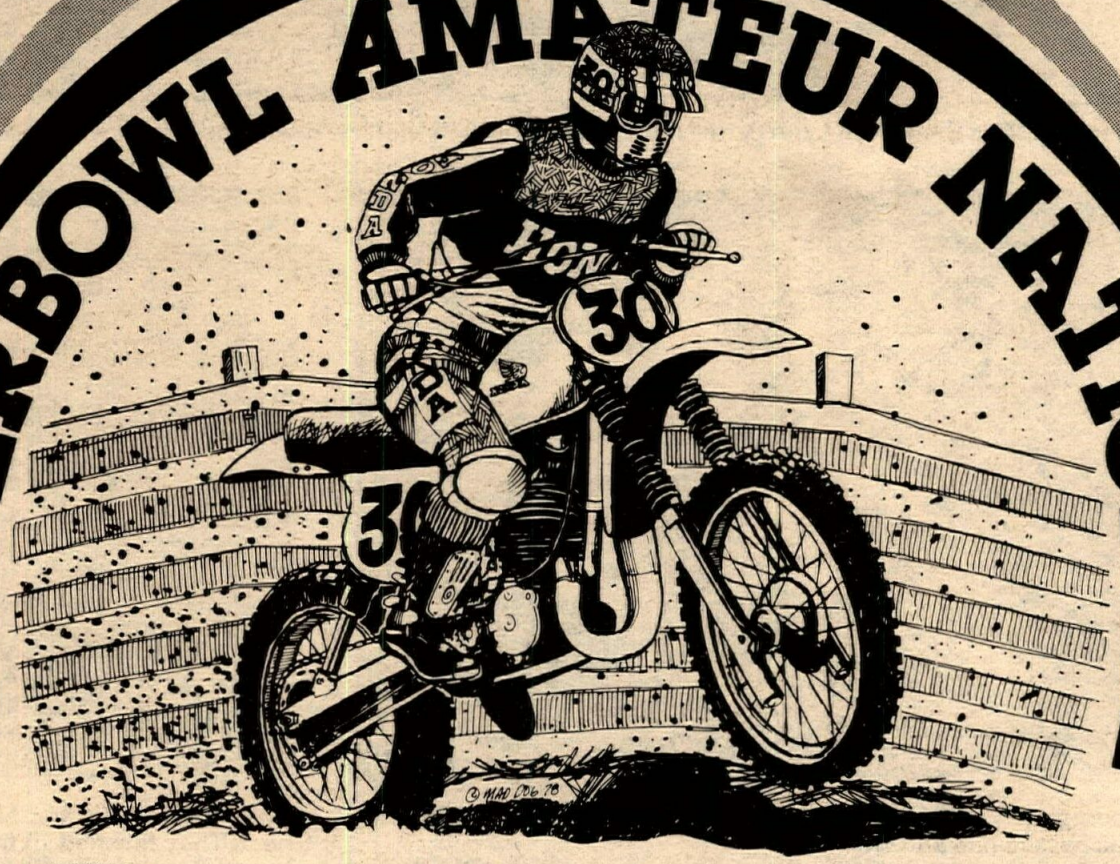
Ted Jones of Garden Grove, CA will be the first rider off the line June 9 at approximately 6:45 a.m. for the start of the S.C.O.R.E. Baja Internacional off-road race at Ensenada. This year the event will begin downtown behind race headquarters at the Bahia Hotel on Blvd. Costero. Larry Roeseler and Jack Johnson, Team Husqvarna, are the ones to beat. Diane Blauer and Dawn Grant form an all-female team, riding a 250cc Husky backed by Torco Oil. ●

GNC GRAND NATIONAL CHAMPIONSHIP MOTOCROSS — INTERNATIONAL FINALS IN THE ASTRODOME MARCH 19, 1978

GRAND NATIONAL CHAMPIONSHIP OF MOTOCROSS Presents

$3,000 Purse

SUPERBOWL AMATEUR NATIONAL



MONDAY JUNE 26, 1978 LOS ANGELES COLISEUM

GRAND NATIONAL CHAMPIONSHIP MOTOCROSS OFFERS ALL THE EXCITMENT, COMPETITION, AND PERSONAL REWARDS ASSOCIATED WITH THE NATIONAL PROFESSIONAL EVENTS, BUT IT IS AVAILABLE TO ALL LEVELS OF COMPETITION AND IS FINANCIALLY FEASIBLE FOR EVERYONE RACING.

SEE YA AT THE LOS ANGELES COLISEUM. SEE BELOW FOR QUALIFYING MOTOCROSS TRACKS IN YOUR AREA. for info: Jerry Surber, GNC, 233 Palm Aire, Friendswood, TX 77546 713-482-7593

RIDER CLASSIFICATION

MINIBIKES
- ☐ Mini Minis 0-59.9cc (age 6-9)
- ☐ Jr. 0-85cc Minibike (Age 7-11)
- ☐ Sr. 0-85cc Minibike (Age 12-15)
- ☐ Open 0-105cc Minibike (Age 7-15)

(Age effective as of 8-21-77)

MOTORCYCLES
- ☐ 0-100cc Ages 12-15, ☐ and 16-19
- ☐ 101-125cc ☐ Novice ☐ Inter. ☐ Expert
- ☐ 126-250cc ☐ Novice ☐ Inter. ☐ Expert
- ☐ 251-500cc ☐ Open ☐ Expert
- ☐ Over 30

Qualifying Tracks

Town	Track	Phone	Race Date
CALIFORNIA			
Los Angeles	Saddleback Saturday MX	714-495-4771	June 17
Elsinore	Elsinore Raceway	714-622-0773	June 11
San Diego	Barona Oaks Raceway	714-462-9103	June 18
Fresno	Mountain High International	209-291-8195	June 18
Plymouth	Plymouth Raceway	209-291-8193	June 10
OREGON			
McMinnville	Mulkey RV Park	503-472-2475	June 18
IDAHO			
Boise		208-375-5956	June 4
ARIZONA			
Phoenix	Beeline M/X	602-996-8203	June 10
Flagstaff	Avery's Cowboy Country	602-779-3176	June 18
TEXAS			
Big Spring	Optimist Club	713-482-7593	June 4
Alvord	Oak Hill MX	817-427-2663	June 11
Houston	Rio Bravo	713-458-0090	June 18

APPLICATION FOR THE 1977-78 GRAND NATIONAL CHAMPIONSHIP — RIDER PARTICIPANT CARD

NUMBER REQUESTED _____ ALTERNATE NUMBER _____

NAME _____

DATE OF BIRTH _____ PHONE NUMBER _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

SCHOOL NAME (IF APPLICABLE) _____ HOME TRACK _____

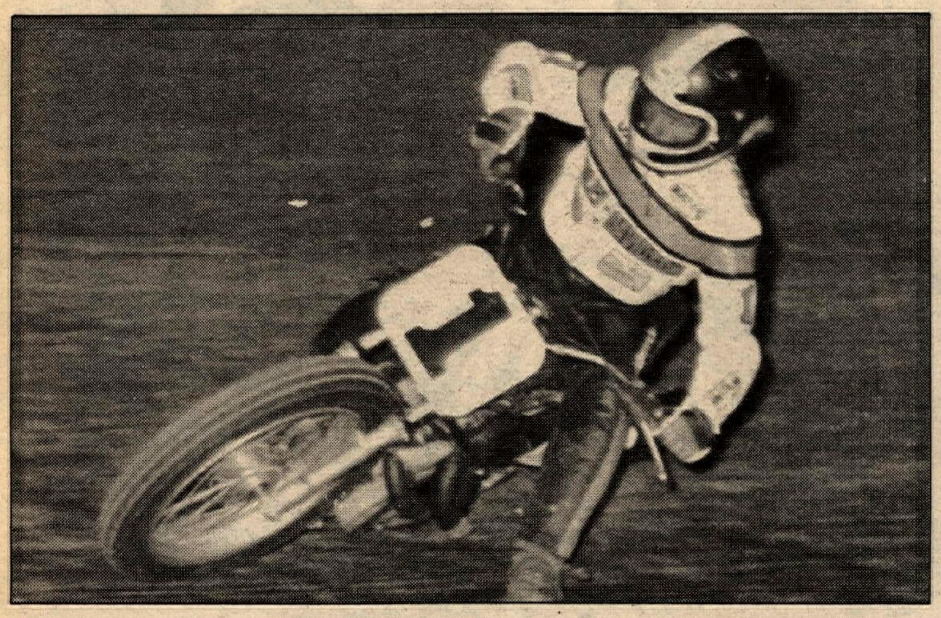
TO WHAT MOTORCYCLE ORGANIZATIONS DO YOU BELONG? _____

NAME OF BIKE _____ SPONSOR _____

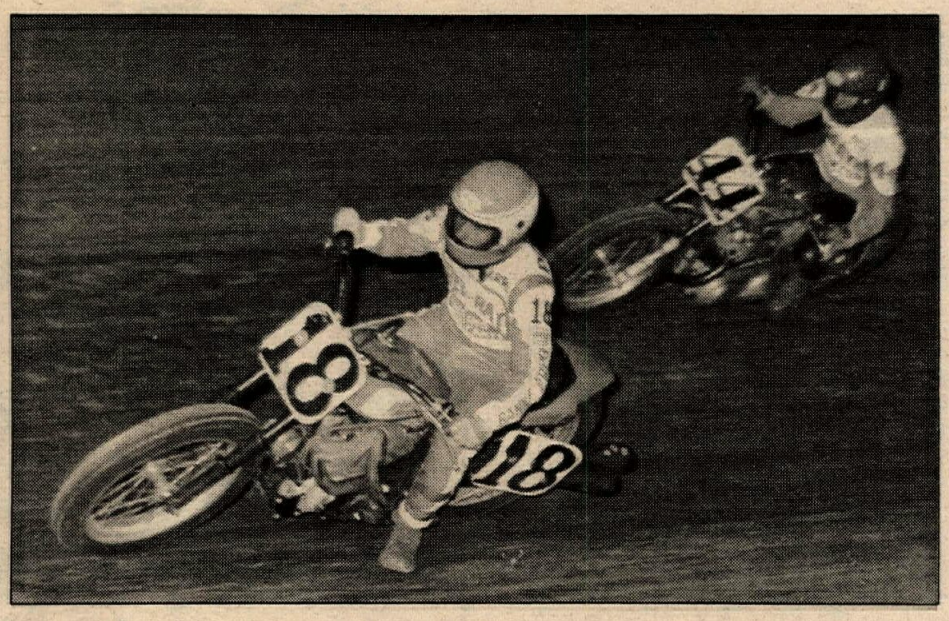
*Enter now. Secure your number. Enclose $15.00 check or money order with your application for the fantastic, most prestigious motocross race of the year!

Jay Springsteen and Miss Camel Pro Lynn Griffis right after Springer's victory. It was the first one in '78 for the National Champ.

The start of the National. Steve Morehea Boody (12) and Ricky Graham (19Y).



Springsteen completely dominated his heat race, then caught Steve Eklund in the National, passed him and won.



Terry Poovey (18) and Alex Jorgensen battled for second and third in their heat. They finished sixth and ninth in the National.

AMA Grand National Championship/Camel Pro Series — Round five

Springer does the deed a

By Dale Brown

ERIE, CO, MAY 27

Jay Springsteen pushed his factory Harley-Davidson past Steve Eklund just after the halfway point to win the Shoei Helmets Denver Gold Cup half mile on the American Motorcyclist Association

Grand National Championship/ Camel Pro Series.

Eklund finished second on the Zanotti Enterprises Harley, his first return to the winner's circle since February after scoring only one National point since his double win in the Houston Astrodome. Skip Aksland (PJ1 Lubricants/Lectron/Arai/ D.A.R.T. Dev. H-D), who led the points standings going into the race, finished third. The win boosted Springer into the points lead, four points over Aksland. Eklund remains in third, 14 down on the leader.

Springsteen's victory jubilation quickly turned to anger when privateer Gary Scott claimed Jay's factory Harley. Team manager Dick O'Brian quickly arranged four counter-claims, and one of the counter-claimees, Randy Goss, won the bike in the drawing and kept it in the factory Harley team.

"I can't buy parts," said Scott two days after the race when asked why he claimed the bike. "I'm not talking about trick stuff. We need pistons and other parts just to keep on racing." Scott said he would "keep on claiming."

Rain, which forced the cancellation of the previous week's Oklahoma City half mile, was on and off during the day in Denver. The National *just* squeaked past the weather, matter of fact. The rain, which dribbled down slightly during the National and the Trophy race run after it, started in earnest almost immediately after the trophy presentation.

Finishing behind Aksland in the National were Garth Brow, Ted Boody, Terry Poovey, Gary Scott, Randy Goss, Alex Jorgensen and Chubby Armour.

Time trials

Despite waving off his first qualifying lap, and working with mechanic Tom Hastler to get the bike tuned for the over-6,000 foot elevation Steve Eklund posted the fastest time on the banked Colorado National Speedway track with a time of 20.17. Behind him, Springsteen and Garth Brow (Klotz Oil/Wiseco/Mert Lawwill H-D) tied at 20.20, with Springer acknowledged as second-fastest behind Eklund because he did it first. Steve Morehead (KK Supply/K&K Insurance H-D) was fourth fastest at 20.22.

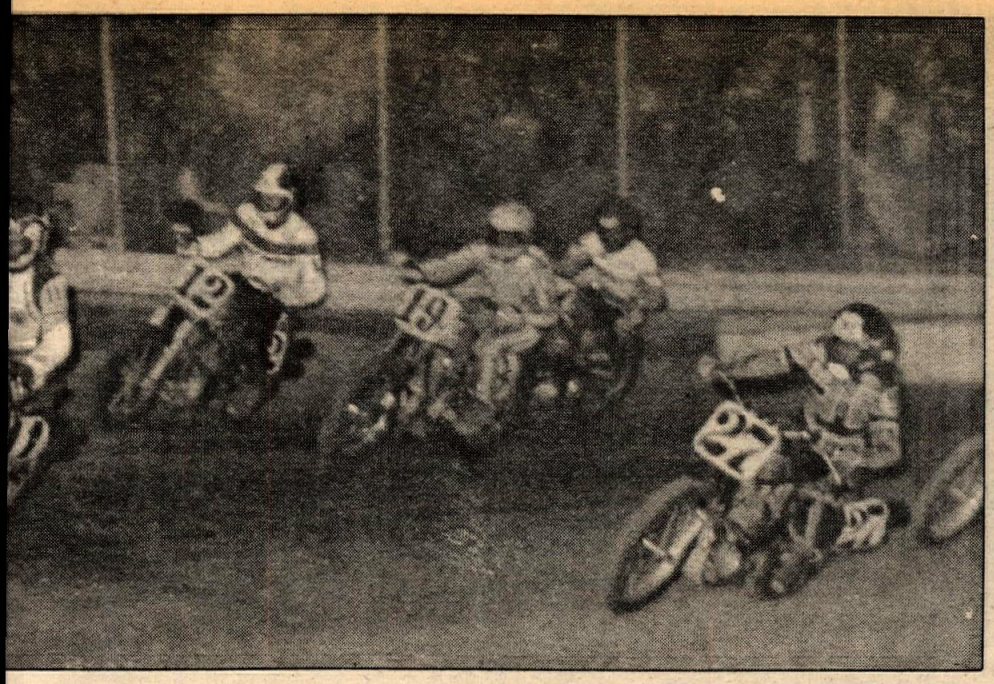
Heats

Aksland and Eklund went for the lead in the first heat and Aksland took it. Four laps later, Eklund was in the lead, which he worked into a 100-yard advantage at the checkered flag. New Mexico's Joe Wilson (Alloy Sprocket Spec./Barnes Wheels H-D) held third until about the fifth lap, where Randy Goss (Wiseco Pistons/Klotz/Full House/Vista Sheen/Bart Markel H-D) took it and held it.

The second heat belonged to Springsteen. Period. The defending National Champ had a big lead by the end of the first lap and simply stretched it with his Bill Werner-tuned XR750. Rookie Jim Mertens (BOSS Frames H-D) held second early, but he fouled a plug and dropped back. Bobby Sanders (H-D) had the position for a bit, but was dropped to fourth when Bubba Rush (Edwards Mtr. Co/Jemco H-D) and Ricky Graham (R.G. Racing/ND/M&M Apparel Yam) came up to take the direct transfers to the Nationals.

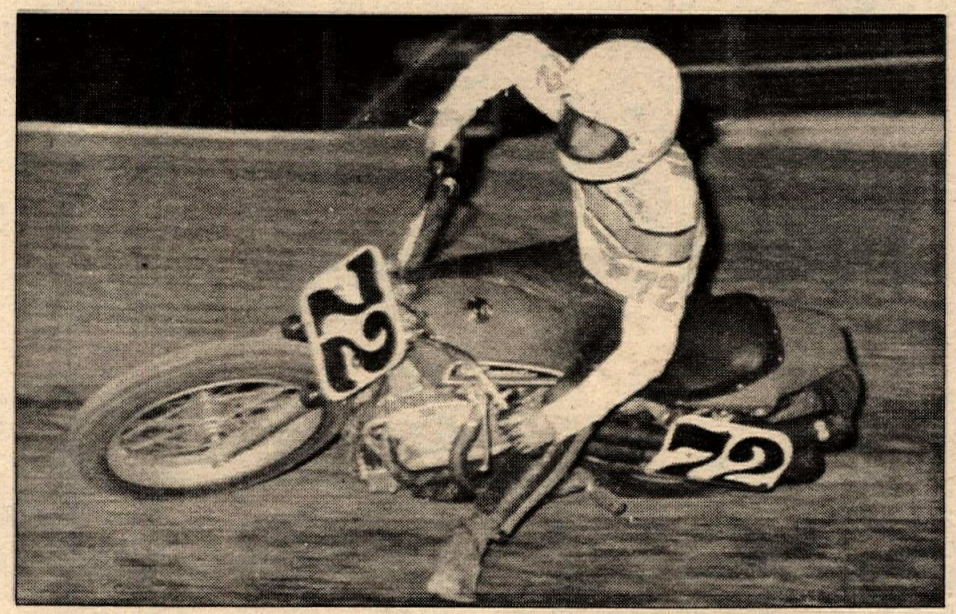
After a red-flagged start, Garth Brow took the lead in the third heat and raced straight to the checkers in the fastest heat of the evening. Terry Poovey (Bel-R· v H-D) and Alex Jorgensen (Ron Wood Norton) were second and third from beginning to end. Gary Scott (KK Motorcycle Supply H-D) managed to dislodge Dave Aldana (Team Dahmen H-D) from fourth but could not crack the top three.

Chuck Palmgren (Dan Gurney H-D) and Phil McDonald (K&N/Bel-Ray/R.W. Wheels/C.P.D. of Wichita H-D) led the fourth heat into the first turn, but Steve Morehead swept by both on the outside of turns one and two to lead the rest of the way. At the end of one lap, Chubby Armour (Colo. Shop & Go Markets/Sun H-D) was in third behind McDonald. A lap later, Ted Boody, on a factory Harley, was challenging

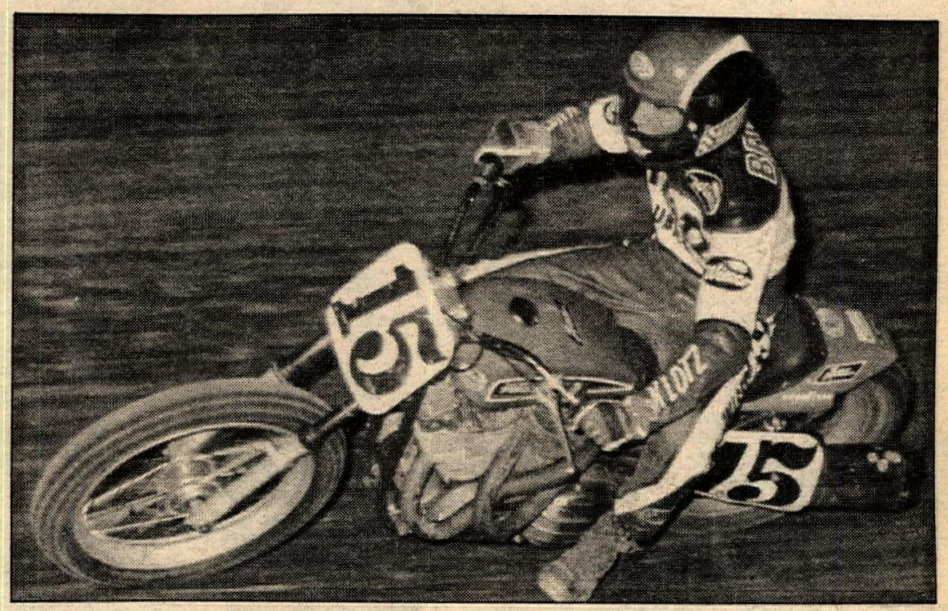


2) takes the lead ahead of Brow (15), Springsteen, Eklund (11), Aksland (27), Ted

Steve Eklund took the first heat over Skip Aksland. The pair finished in that order behind Springsteen in the National.



Mike Kidd won the first semi and was running fourth in the National before he crashed on the last lap in the last turn.



Garth Brow took over fourth when Kidd crashed. The second-year Expert from Michigan has placed in the top four three races in a row.

t Denver

Armour. A lap after that, Boody was in second to stay. Armour and McDonald battled for the remainder of the heat over third and Armour took it by a bike length.

Novice Invitational

Mike Davison (Yam) was the man in charge of the Kawasaki Novice Invitational, leading from the first lap to the last. Thomas Troudt ran second all the way with Gus Bordner in third.

Semis

Hank Scott took the lead in the first semi, but quickly dropped out. Bobby Sanders grabbed it and held it until Mike Kidd, on his Nick Deliganis-tuned, sponsor-to-be-announced Harley-Davidson, passed him midway in the race and went on to take the single transfer.

The last remaining ticket to the National belonged to Gary Scott, who led the second semi all the way. Frank Word (S.O.S. Elec./H-D of Douglas Co./Dad H-D) and Tom Berry (JRC Eng. H-D) had a tussle over second which was decided in Word's favor.

Junior Invitational

Mark Gibson led the Chuck Fowler Memorial Junior Invitational from wire to wire. Gary Chase ran in second all the way, while Bruce Sass (better known for his road racing prowess) and Allen Rohr worked their way past early third-placer Rudy Gibson.

Trophy Race

Among those watching the Trophy race were the top three from the National. When it started raining during the Junior race, the decision was made quickly to run the National first.

Bobby Sanders, recognized as a holeshot artist in regional competition, took one in the Trophy race. Dave Aldana and Phil McDonald followed, but were displaced by Jim Mertens. Mertens, disappointed at not making the National, pulled a close pass on Aldana, going down to the pole in turn four to get around. The pass Mertens used on Sanders in the same spot a lap later was even closer — the sound of handlebars, elbows, legs, pipes, etc. making contact was unmistakable, but successful, and neither fell. McDonald and Joe Wilson passed Sanders for second and third (Aldana fell earlier). On the last lap, McDonald went high in turn two and was relegated to third.

National

Steve Eklund, Garth Brow and Ted Boody led the field around the first corner, but Ricky Graham and Randy Goss had tangled handlebars off the line and gone down, bringing out the red flag.

On the restart, Steve Morehead went into the lead ahead of Eklund, Springsteen and Aksland. Eklund passed Morehead on the next lap as first Mike Kidd, then Garth Brow moved up behind Aksland.

Springsteen passed Morehead for second, and a lap later Morehead crashed in turn four, but the crash did not stop the race.

Eklund continued leading at the midway point with Springer, Aksland, Brow, Kidd, Boody and Graham in pursuit. Eklund and Springsteen had started to open up a sizeable gap.

A couple of laps later Springsteen had no one between him and his Grand National win of 1978. "I made a slip and . . . oops . . . he went by," said Eklund after the race.

During the discussion over the first two places, Kidd got in front of Brow.

Eklund, after letting Springsteen slip away a bit, started to reel him in as the race neared the finish. The gap narrowed to feet coming out of the fourth corner, but Springer was first to flag.

Aksland was a distant third, but his continuing dirt track consistency will put him in good stead, especially considering that he has an excellent chance in the road race sircuit now that "King Kenny" Roberts is busy blitzing European GPs.

Kidd had fourth as they took the white flag. Possibly trying too hard, however, he crashed in turn four. That left Brow in fourth ahead of Boody, Poovey and Scott. Randy Goss was eighth, folowed by Ascot winner Alex Jorgensen.

Springsteen said in the winner's circle that there were several banked tracks within reach of his Flint, MI home.

And, as the furor over the Scott claim died down, the rain started to cease, the competitors left for Oklahoma City, where the race had been rained out the previous week, and would be cancelled again.

Results

NATIONAL: 1. Jay Springsteen (H-D); 2. Steve Eklund (H-D); 3. Skip Aksland (H-D); 4. Garth Brow (H-D); 5. Ted Boody (H-D); 6. Terry Poovery (H-D); 7. Gary Scott (H-D); 8. Randy Goss (H-D); 9. Alex Jorgensen (Nor); 10. Chubby Armour (H-D); 11. Bubba Rush (H-D); 12. Ricky Graham (Yam); 13. Mike Kidd (H-D); 14. Steve Morehead (H-D).

TROPHY RACE: 1. Jim Mertens (H-D); 2. Joe Wilson (H-D); 3. Phil McDonald (H-D); 4. Bobby Sanders, (H-D); 5. Tom Berry (H-D); 6. Randy Scott (H-D); 7. Stan Johnson; 8. Brett Baddy (H-D).

TOP 10 EX QUAL: 1. Steve Eklund 20.17; 2. Jay Springsteen 20.20; 3. Garth Brow 20.20; 4. Steve Morehead 20.22; 5. Skip Aksland 20.24; 6. Paul Eggleton 20.32; 7. Alex Jorgensen 20.23; 8. Randy Scott 20.43; 9. Hank Scott 20.46; 10. Bobby Sanders 20.47.

JR INVITATIONAL: 1. Mark Gibson; 2. Gary Chase; 3. Bruce Sass; 4. Allen Rohr; 5. Rudy Foster; 5. Larry Gerard; 7. Frank Roovakkers.

NOV INVITATIONAL: 1. Mike Davidson; 2. Thomas Troudt; 3. Gus Bordner; 4. Brian Anderson; 5. Kent Jessen; 6. Charles Leuthauser; 7. Kevin Fuqua; 8. James Seay.

CAMEL PRO SERIES POINT STANDINGS: 1. Jay Springsteen (71); 2. Skip Aksland (67); 3. Steve Eklund (57); 4. Garth Brow (44); 5. Gary Scott (39); 6. Alex Jorgensen (32); 7. Ted Boody (30); 8. Terry Poovey (26); 9. Hank Scott (21); 9. Steve Morehead (21).

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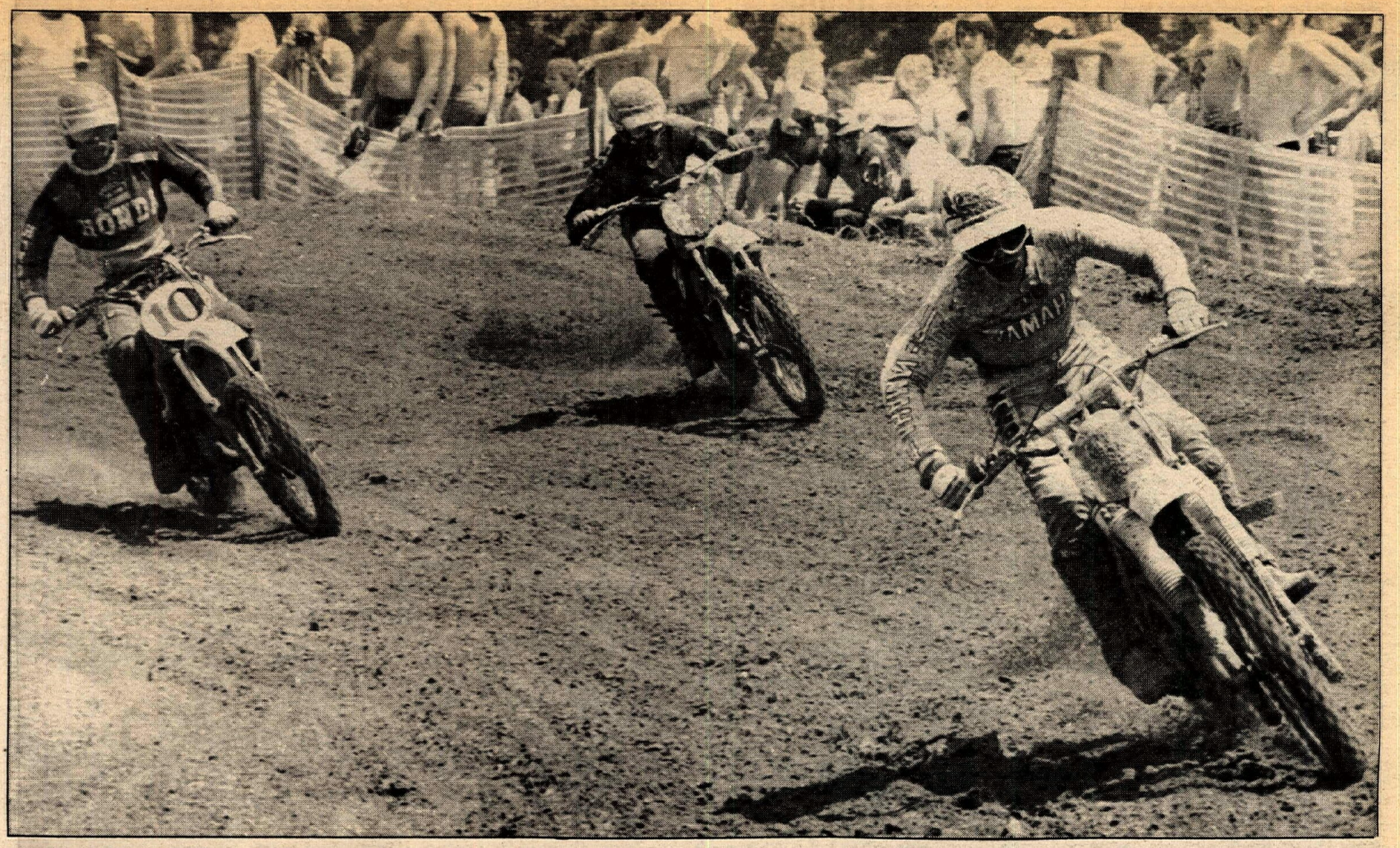


(Left) Team Suzuki's Danny LaPorte won the opening round of the 500cc season on his Pat Alexander-tuned RN-400-78 works bike. (Above) Bob Hannah leads Jim Pomeroy (10) in the 250cc portion of the Memorial Day weekend round of the AMA/Mr. PiBB National Championship MX Series.

AMA/Mr. PiBB 250/500cc National Championship MX Series — Round 6/1

Tripes beats Hannah and still loses; LaPorte scores 500cc win

By Jim Gianatsis

WACO, TX, MAY 28

Bob Hannah's winning streak ended as he was beaten by Marty Tripes in the opening moto of the 250cc class at Lake Whitney on Sunday of Memorial Day weekend. Yamaha's "Hurricane" Hannah came back in the second moto to win and score the day's overall victory as Honda's "Typhoon" Tripes retired with rear brake problems.

A surprisingly quick Danny LaPorte beat back strong opposition in the 500cc class of the doubleheader AMA/Mr. PiBB National program to win the opening round of the series aboard his Pat Alexander-wrenched Suzuki RN-400-78 works bike.

The day's combined 250/500cc Nationals provided the best racing seen thus far on the AMA circuit this season. The midpoint in the 250cc series and the start of the first of 10 rounds in the 500cc series saw numerous factory teams planning their attacks with renewed vigor. Gone was the apathy many of the riders had shown earlier in the season. For many it was a whole new ballgame.

250cc National

Word was out in the pits, even before the day's opening moto, that Bob Hannah was at the end of his 22 consecutive moto winning rampage. Whether some riders knew they were going to try harder at beating Hannah, the pressure had gotten to be more than Bob wanted, or that he perhaps just didn't feel like going fast could have all been part of the reason. When the gate dropped, Hannah was caught way back in the middle of the pack and found it difficult to work his way towards the front on the high speed sandy course.

Jimmy Ellis pulled his usual good start on his factory Honda ahead of Pierre Karsmakers, Kent Howerton, Tripes, Gregg Theiss and Jimmy Weinert.

Tripes began wheeling his RC Honda towards the front in pursuit of the leader, battling each of the riders blocking the course in front of him until he took control of the lead at the halfway point from teammate Ellis. Ellis had held a good lead, but lost his advantage as he unloaded twice.

When Tripes took the lead the order behind him was: Ellis, Howerton, Jim Pomeroy, Chuck Sun and Hannah. For the remainder of the moto the crowd's attention centered on a lap by lap battle by Hannah, as he worked to get around Sun and Pomeroy.

The temperature was in the high 90's, but that never phased Tripes as he continued to pull away on his Merle Anderson-wrenched Honda for the win. "I stayed out here this past week to get used to the heat. I'm out to win every moto left in the series," said Tripes.

Not feeling as pumped over racing was Hannah, who said, "I don't feel right today. I'm really sloppy in my riding. My feet kept slipping off the pegs and I was having an impossible time getting through the turns."

On the line for the second moto, Marty and Bob were staged beside each other. Both were in good humor and couldn't help trying to give the other a hard time.

"Do you realize this is my first National win in five years?" said Marty, remembering his domination of the 250cc Nationals on a Husqvarna back in 1974.

"And it's your last!" Hannah quipped back.

When the gate dropped for the second moto it was Jim Pomeroy's Honda into the lead ahead of Sun, Karsmakers, Hannah, Weinert, Tripes, Howerton, Ellis and Parry Klassen.

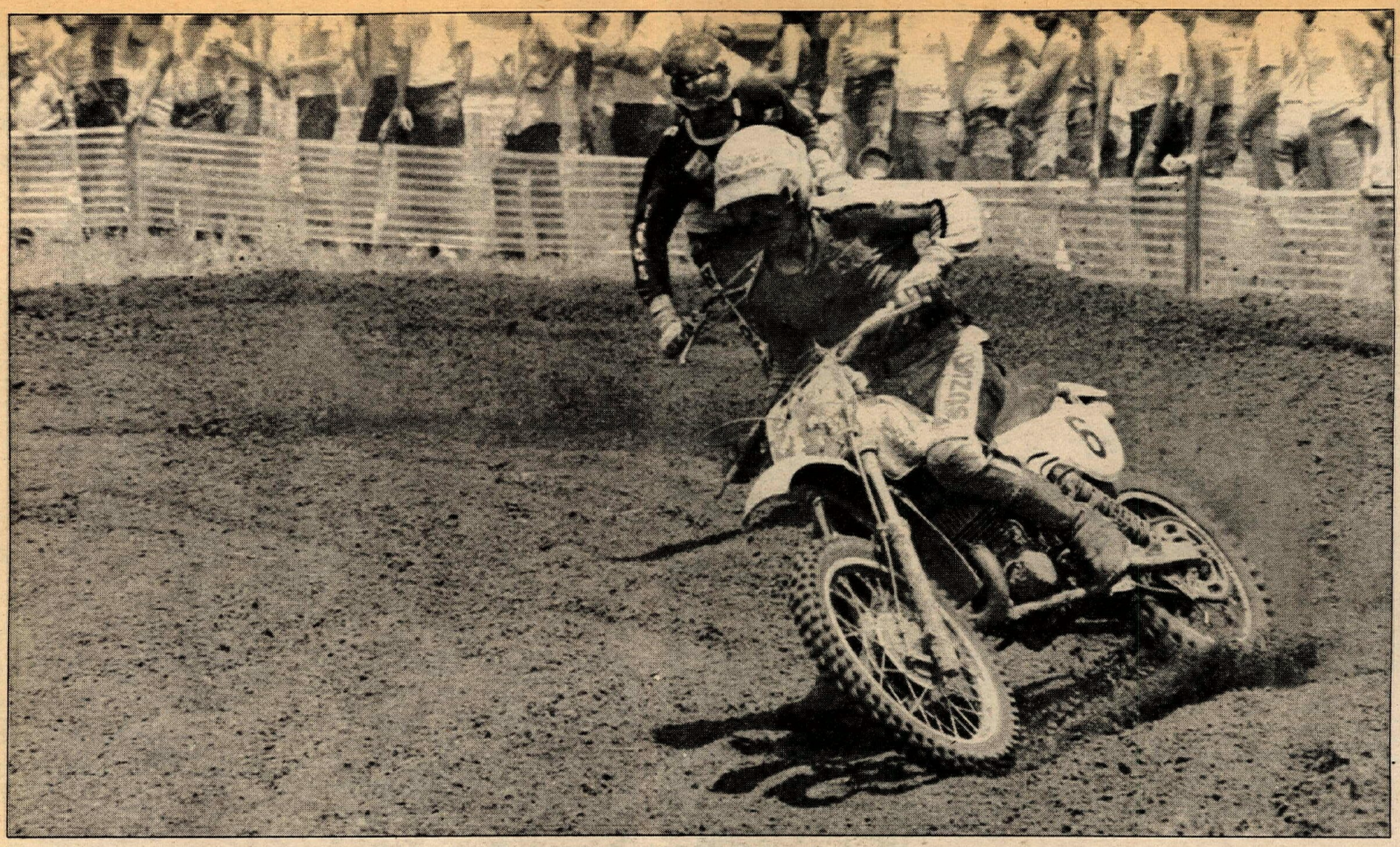
Both Hannah and Tripes weren't about to wait for things to happen as they began working their way to the front. By the fourth lap Hannah had passed teammate Karsmakers for third place and was looking for room to get by Chuck Sun as Tripes closed in from behind.

Then Hannah made a mistake. "I crashed trying to get around Sun. I tumbled down this ravine. When I got back up I really felt pumped for the first time all day. I was riding harder and knew I could catch Tripes," said Hannah later.

Tripes, meanwhile, had gotten by Hannah while Hurricane was picking himself up from the get-off.

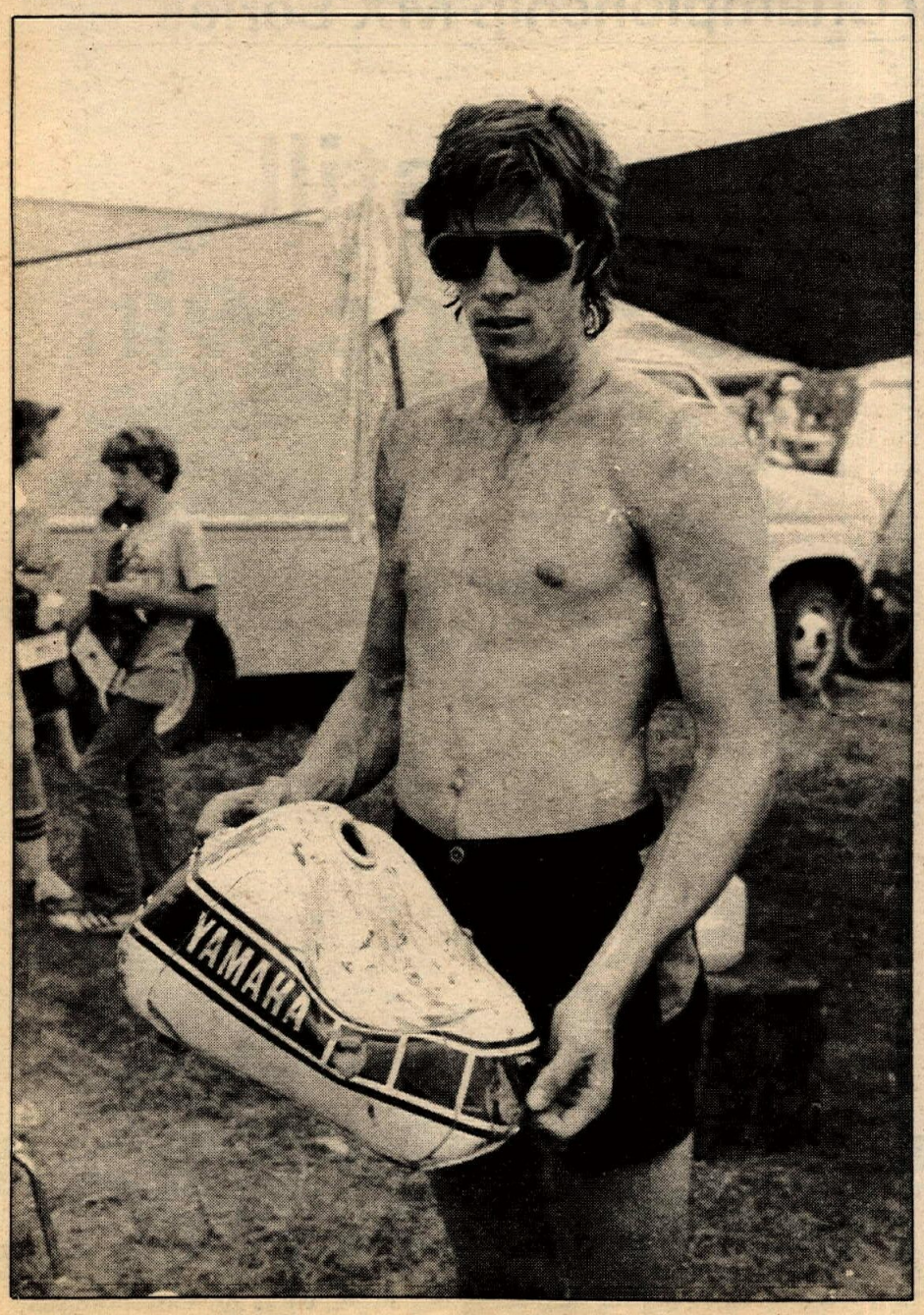
Three more laps and Marty had pushed his way past both Sun and Pomeroy to claim the lead for the second time during the day.

Pomeroy tried to keep pace with his teammate, but a section of broken



Kent Howerton (6) picked up a second place behind Hannah at Lake Whitney. Marty Tripes (behind Howerton) won the first moto, dropped out of the second with rear brake problems.

Mike Bell scrunched his Yamaha's gas tank in a starting line flip, then charged up to third, finishing empty with only the gas in the carb floatbowl!



nylon snow fencing tangled itself in his bike and Jim had to pit so Arne Beamon, his mechanic, could remove the strand. The time it took to do so left Pomeroy way down in the running order.

Leading until the 30-minute mark, Tripes suddenly began to slow, riding around the track at reduced speed for two laps before pulling into the pits. Problems with a sticking or jamming rear brake had dropped Marty from the race.

Chuck Sun found himself in the lead, but with Hannah rubbing on the rear fender on his Husky again. An exciting battle was also going on for third between Ellis and Howerton. Lap after lap the two kept the crowd chasing from one side of the track to the other. The battle finally resolved itself near the checkers as Hannah pulled away from Sun for the win and Howerton put a secure latch on third over Ellis.

500cc National

With a new series before them, nearly everyone entered in the "Open" class was planning to make the 500cc Nationals "their" championship.

Team Honda had the horsepower with their new RC-450 IIC's and it showed! Tommy Croft nailed the holeshot ahead of defending champion Marty Smith, now fully recovered from his Houston Supercross injury. Jamming their way in behind the Honda-mounted pair were Tony Summey, Rex Staten, Rick Burgett, Roger Brown and Mickey Kessler.

Two factory stars, Can-Am's Gary Semics and Yamaha's Mike Bell, were involved in tangles off the start and found themselves at the back of the pack.

Bell dialed in a fantastic ride after flipping his bike off the line and having the fuel tank of his works OW 39 Yamaha crushed flat by another rider. Bell charged from last place up to third before the moto concluded, with the bike running on the only gas remaining — what was left in the carb's float bowl — as he crossed the finish line.

Pulling a bad start was Suzuki's Danny LaPorte. No one noticed LaPorte as he methodically worked his way to the front from his middle-of-the-pack start.

While LaPorte was making his move all eyes were on the front running Croft-Smith duel and on "Rocket" Rex Staten, who had passed Summey and by the fifth lap had closed his Bassett Racing YZ400 Yamaha to within striking distance of the leading pair.

Two more laps and Staten was picking off the Honda stars like flies as he manhandled his Yamaha across the rough sand whoops. Rex took the lead and began pulling away. He was looking good and the race appeared to be his. Suddenly, the bike began bouncing wildly and Staten was forced to slow. The monoshock had faded out from the heat and pounding it was forced to take, leaving Staten with no damping whatsoever.

The Hondas had been experiencing handling problems as well, but Smith and Croft tried to make the best of it. They closed back up on Staten and Marty slid by to take the lead.

The racing was hardly over as Burgett, LaPorte and Mike Bell closed up on the three leaders at the 40-minute mark to begin a six-way tag battle over first place.

The group turned in racing like hadn't been seen on the National circuit within memory as each rider pushed himself and his bike harder for the valuable opening points lead in the series. Suspensions faded like butter in the hot Texas sun.

Looking good, though, was Danny LaPorte as he picked off Burgett, then Croft, Staten and Smith, too. LaPorte and the new long-legged Suzuki RN-

(Continued to page 17)

And the 'beat' goes on!

Suzuki beats competition again... with 1st Place Manufacturer Team.

It's getting to be a habit.

Suzuki Team Riders and their rugged PE Enduros continued to dominate the AMA ISDT Qualifiers.

Michigan was the site for Suzuki's latest gold rush. Where Don Cichocki and Drew Smith led the charge with a one-two finish in the 175 class. Five gold medals in all were won by Suzuki riders.

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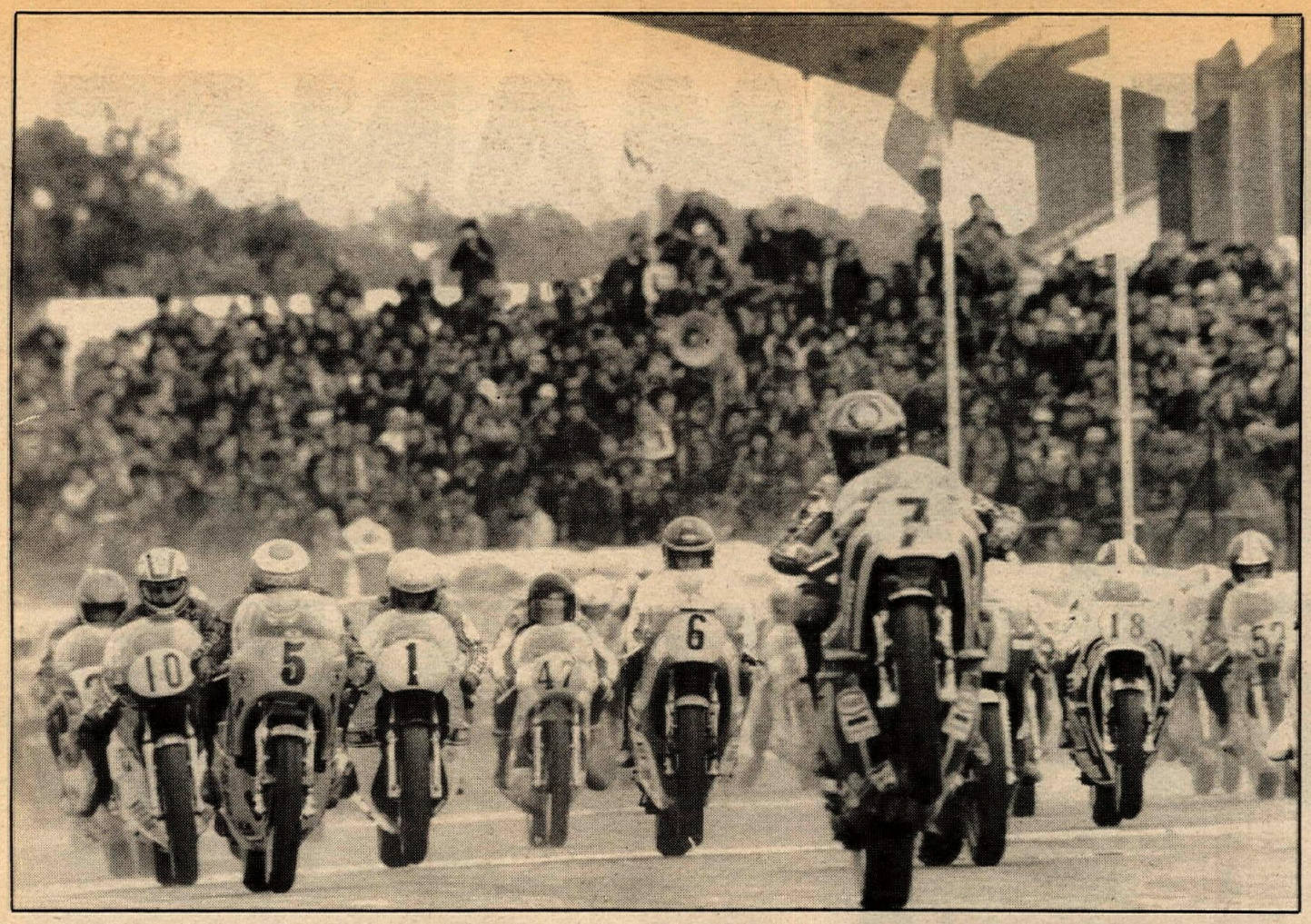


Barry Sheene wheelies his factory Suzuki off the grid. Kenny Roberts (1) won; Sheene was fifth. (File photo.)

World Championship GP Road Racing Series — Round four

Roberts widens title gap with win in Italy

By Chris Carter

MUGELLO, ITALY, MAY 14

Kenny Roberts tightened his grip on the 500cc world title with another magical display of road racing in the Italian Grand Prix at Mugello.

It wasn't merely that Kenny won again, but more the way he did it, and the way his rivals tried in vain to stay with him.

The American overcame a bad start to win with ease, while Barry Sheene was pushed into fifth spot by Pat Hennen, Marco Lucchinelli and finally Steve Baker.

Barry is still far from fighting fit after picking up a virus infection in Venuezuela. But now Roberts and Hennen are ahead of him in the championship chase and starting slightly to pull away, with all rounds to count it's far from over.

But though the 500cc class has pride of place in the World Championships, the 250cc and 350cc events are beginning to boil up.

While Mick Grant was driving back to Britain after being refused a ride by the track doctor, South African Kork Ballington and Australian Gregg Hansford on their Kawasakis were wowing the crowds.

Kork won both races but each time he had Hansford breathing down his neck, and in the 250cc event it was so close that the timekeepers couldn't separate them, though the judges gave the verdict to Kork by just a wheel.

Little Italian Eugenio Lazzarini proved the old saying that you win some and you lose some in the racing game by taking first place in the 125cc event, where reigning champion Pierpaolo Bianchi had to pull out of the race early on when the gear-change lever broke on the works Minarelli.

But Eugenio himself had problems in the 50cc event which opened Sunday's programme, and could do nothing to stop Spaniard Ricarod Tormo's win on the factory Bultaco, while Lazzarini on the Van Veen Kreidler was last.

Sidecars are just an after-thought in Italy - the last time they tried to run a round the crowd invaded the track at Imola and forced the cancelation of the event. This time the organizers ran the three-wheeler race at the end of Saturday's practice, when there wasn't enough spectators around to cause a riot.

In fact it was the sidecar drivers themselves who came closest to making trouble. Before the race a group of them told Swiss ace Rolf Biland in no uncertain terms that they didn't think his new car-style device was good for the sport.

When Biland, with Kenny Williams no more than an interested spectator at his side, won the race, to notch his third successive win and extend his lead, the rest of the sidecar drivers were even less happy.

Helmut Fath, the brilliant West German engineer who built the engine to power Werner Schwarzel's Aro, was so angry he tried to stop Schwarzel going on to the podium to take second prize. But Werner reluctantly went to the prize presentation.

Biland looks all set to win the title, and things look grim for George O'Dell, the reigning champion, who had to make a pit stop to fix a loose throttle and lost so much ground he could only climb back to 10th spot.

Schwarzel rocketed into the lead, but his fellow countryman Rolf Steinhausen didn't even get off the grid. He was rammed by another Geman, Otto Haller, and his sidecar was too badly damaged for him to start.

Schwarzel was caught by Biland in the closing stages of the race. Rolf played around a while before pulling out a comfortable lead. His win was even more valuable to him as Mac Hobson could only manage twelfth spot and failed to add to his score. Also Alan Michel, in second spot with Mac in the title chase, had an engine seizure on the first lap.

Dick Greasley looked better than for sometime and chased third place finisher Bruno Holzer home.

Scotsman Jock Taylor had got the motor to match the continentals, but eighth spot gave him three more points, and won him more friends.

Sunday, after the rain and cloud of Saturday, was bright and sunny, and the fans were out early on the hillsides overlooking the Mugello circuit.

Tormo won the 50cc race, but he was chased home by Frenchman Patrick Plisson on his ABF, the Spaniard crossed the line barely two seconds ahead. Third home was Belgian Julian Van Zeebroeck, but the Van Veen Kreidler challenge from Lazarini was blunted when he had to wait two laps before joining the battle after a problem with the engine at the start.

Lazzarini made no mistake in the 125cc event. This time it was Bianchi's turn to have the problems - the gear lever broke on the Minarelli and he was out of the hunt.

Frenchman Thierry Espie on the Motobecane led for a while but then his engine seized - and down he went after 15 laps. Espie remounted but he could only manage fourth spot, though he was right on third placeman Harold Bartol's tail at the line.

Second spot went to another Italian Maurizio Massimiani on a Morbidelli, but Lazzarini is galloping away with the title chase.

Not so clear is who is going to win the 250 and 350 titles. The 350cc event was the first on the programme and it was very much a Kawasaki benefit.

Kork Ballington took the lead after a poor start, he was soon joined by Gregg Hansford on the Australian Kawasaki. The pair left their rivals behind with Takazumi Katayama, Michel Rougerie and Jon Ekerold locked in an all-Yamaha scrap.

Ekerold crashed without injury, Katayama pipped Rougerie to the line for third place but the crowd hardly noticed - they were still talking about the last-lap scrap when Ballington held off Hansford's challenge to win.

Kork did it again in the 250cc race, and again he set a record-breaking lap. This time though it was Hansford who led on the final circuit after a race-long duel, but Kork found a little extra pace on the run-in to win by a wheel.

Kenny Roberts was with them for a while, but he dropped back when the rear tyre began to fail on his Yamaha, he was struggling to match the Kawasakis and thoughts of a safe third spot were shattered when the Yamaha seized and Kenny was out.

Third home was Italian Franco Uncini a long way behind the Green Meanies. •

Results

50cc (12 laps-39.08 miles): 1. R. Tormo (Bul); 2. P. Plisson (ABF); 3. J. Van Zeebroeck (Kre); 4. R. Blatter (Kre); 5. Dorflinger (Kre); 6. A. Pero (Kre); 7. W. Muller (Kre); 8. A. Jeva (Mor); 9. S. Monreale (JFO); 10. P. Dumont (Kre); 11. P. Corvi (Kre); 12. C. Lusuardi (Bul); 13. E. Cereda (UFO); 14. H. Klein (Kre).

Record Lap: S. Dorflinger (Kre); 2, 28.1s - 79.17 mph. Old record A. Nieto (Bul) 2m 32.2s - 77.04 mph.

125cc (20 laps -65.14 miles): 1. E. Lazzarini (Mor); 2. M. Massimiani (Mor); 3. H. Bartol (Mor); 4. T. Espie (moto-B); 5. P.E. Carlsson (Mor); 6. H. Muller (Mor); 7. A. Nieto (Bul); 8. J.J. Guignabodet (Mor); 9. S. Dorflinger (Mor); 10. E. Cereda (Mor); 11. B. Vasetti (Mor); 12. I. Zerbini (Mor); 13. E. Giuliano (Mor); 14. R. Russo (Mor); 15. I. Palazzese (Mor).

Record Lap: T. Espie (Moto-B); 2m 15.1s - 86.79 mph. Old record O. Buscherini (Malanca) and P. conforti (Mor) 2m 18.3s - 84.78 mph.

250cc (23 laps-74.91 miles): 1. K. Ballington (Kaw); 2. G. Hansford (Kaw); 3. F. Uncini (Yam); 4. T. Herron (Yam); 5. P. Fernandez (Yam); 6. M. Lega (Mor); 7. O. chevallier (Yam); 8. R. Roche (Yam); 9. J. F. Balde (Kaw); 10. S. Asami (Yam); 11. A. Mang (Kaw); 12. S. Pazaaglia (Yam); 13. J. Dodds (Yam); 1.4 F. Solaroli (Yam); 15. V. Soussan (Yam).

Record Lap: 1. K. Ballington (Kaw) 2m 9.3s - 90.68 mph. Old record W. Villa (H-D) 2m 12.6s - 88.42 mph.

350cc (25 laps-81-43 miles): 1. K. Ballington (Kaw); 2. G. Hansford (Kaw); 3. T. Katayama (Yam); 4. M. Rougerie (Yam); 5. F. Uncini (Yam); 6. M. Lucchinelli (Yam); 7. P. Fernandez (Yam); 8. O. Chevallier (Yam); 9. V. Soussan (Yam); 10. M. Lega (Mor); 11. T. Herron (Yam); 12. P. Korhonen (Yam); 13. J. Dodds (Yam); 14. G. Bonea (Yam); 15. H. Moineau (Yam).

Record Lap: K. Ballington (Kaw); 2m 7.6s - 91.89 mph. Old record J. Cecotto (Yam) 2m 10.6s - 89.78 mph.

500cc(29 laps-94.46 miles): 1. K. Roberts (Yam); 2. P. Hennen (Suz); 3. M. Lucchinelli (Suz); 4. S. Baker (Suz); 5. B. Sheene (Suz); 6. W. Hartog (Suz); 7. Lansivouri (Suz); 8. P. Coulon (Suz); 9. B. Van Dulmen (Suz); 10. G. Rolando (Suz); 11. N. Cereghini (Suz); 12. G. rossi (Suz); 13. B. Fau (Suz); 14. A. George (Suz); 15. R. Coli (Suz).

Record Lap: K. Roberts (Yam) 2m 4.8s - 93.96 mph. Old record B. Sheene (Suz) 2m 7.6s - 91.89 mph.

Sidecars (20 laps - 65.14 miles): 1. R. Biland/K. Williams (Yam) 45m 40.2s-85.58 mph. 2. W. Schwarzel/A. Huber (ARO); 3. J.F. Monnin/P. Miserez (Yam); 4. D. Greasley/G. Russell (Yam); 5. B. Holzer/C. Meierhans (Yam); 6. Y. Troillet/P. Muller (Motul); 7. H. Schmid/K. Arthur (Yam); 8. J. Taylor/L. ward (Yam); 9. E. Trachsel/A. Stager (Suz); 10. G. O'Dell/C. Holland (Yam); 11. S. Schauzu/L. Puzo (Yam); 12. E. Streuer/J. V.D. Kapp (Yam); 13. M. Hobson/K. Birch (Yam).

Record Lap: Biland/Williams 2m 14.7s - 87.05 mph. Old record A. Zini/Fornaro (Konig) 2m 34.1s - 76.09 mph.

WORLD CHAMPIONSHIP

50cc: 1. R. Tormo (27); 2. P. Plisson (22); 3. W. Muller (12); 4. J. Van Zeebroeck (10); 5. A. Pero (7); 6. C. Van Dongen/S. Dorflinger (6).

125cc: 1. E. Lazzarini (69); 2. P. Bianchi (40); 3. H. Bartol (34); 4. T. Espie (28); 4. P.E. Carlsson (23); 6. M. Massimiani (20).

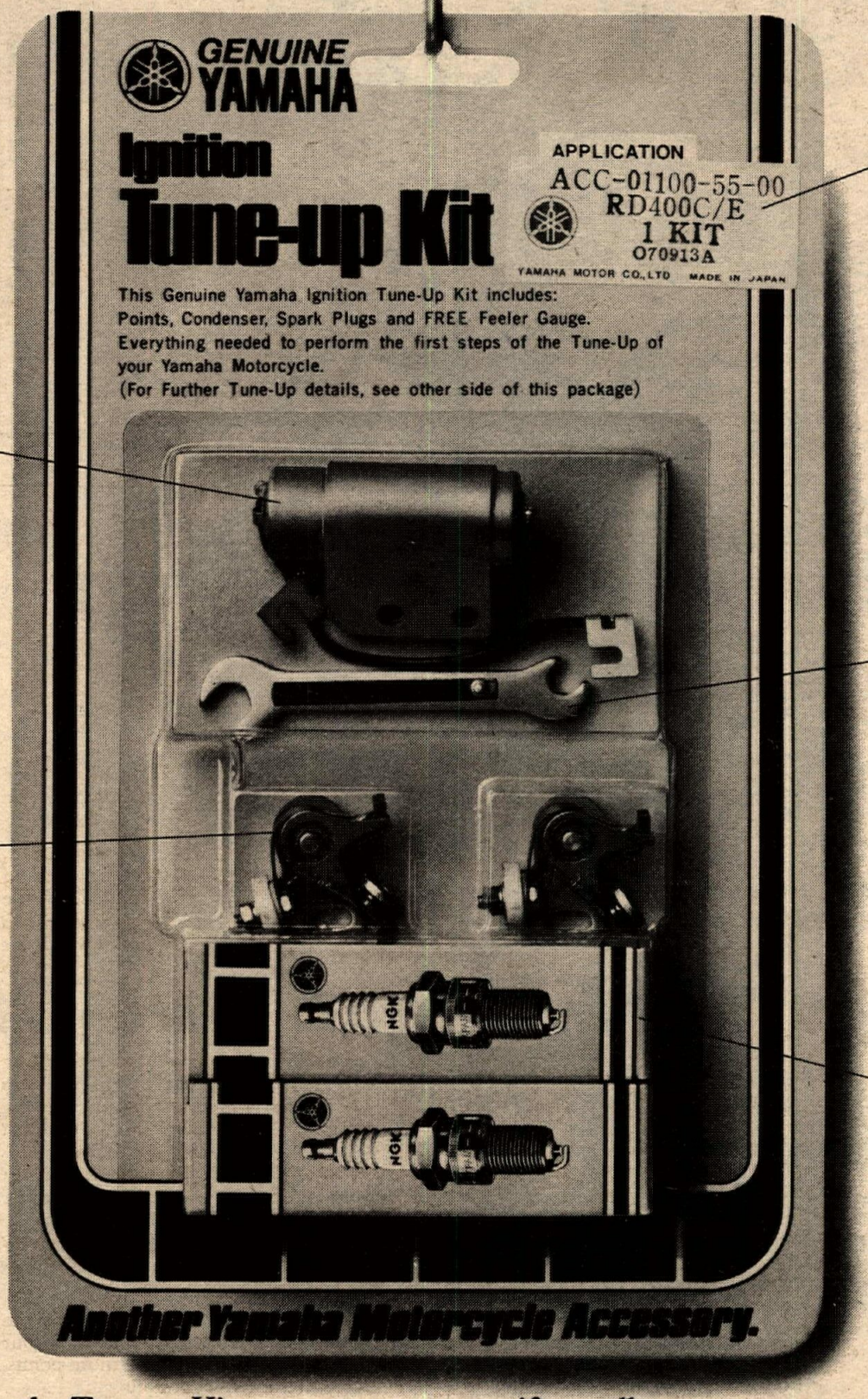
250cc: 1. G. Hansford (42); 2. K. Roberts (39); 3. K. Ballington (39); 4. F. Uncini (20); 5. P. Fernandez (16); 6. O. chevallier (15).

350cc: 1. K. Ballington (50); 2. T. Katayama (35); 3. G. hansford (31); 4. P. fernandez (21); 5. J. Ekerold (18); 6. F. Uncini (18).

500cc: 1. K. Roberts (57) 2. P. Hennen (51); 3. B. Sheene (47); 4. S. Baker (23); 4. J. Cecotto(20); 6. M. Lucchinelli (18).

Sidecars: 1. R. Biland/K. Williams (45); 2. M. Hobson/K. Birch (22); 3. A. Michel/S. Collins (22); 4. B. Holzer/C. Mierhans (16); 5. G. O'Dell/C. Holland & W. Schwarzel/A. Huber (17).

PERFORMANCE TO GO.



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Taking his second overall win in three attempts was KTM's Frank Gallo, who romped Michigan.

(Above) Ted Leimbach finished second 250cc A. (Below) Tom Penton picked up some gold at Michigan.

Gallo romps to Michigan Two-Day win

By Bill Moss

ROSE CITY, MICH., MAY 20-21

Frank Gallo sped his 400 KTM through sand, rain and sun-soaked woods to post his second overall ISDT Qualifier victory in three attempts. Frank made a romp of the Bent Wheels

Motorcycle Club-sponsored event as he enjoyed a 54 point margin over fellow KTM rider Jack Penton. Frank's previous win was at the Alabama Qualifier.

Gallo headed a parade of KTM riders in the overall standings, with Jack Penton, Ted Leimbach, and Jeff Hill in the following three spots. Bob Popiel and the West Coast's Larry Roeseler rode Husqvarnas to 5th and 6th places. Gary Younkins was 7th for KTM. Steve Hess, Penton, Jeff Fredette (KTM), and Don Cichocki (Suz) filled out the top ten. Rick Walsworth on a 250 KTM was the best B rider.

Day One

Saturday was the critical day of the two-day event. It was made so by the rain that came crashing down two to three hours into the trails. The rain expanded old muck holes, helped create new ones, and slickered up the trails. But once the showers passed and the woods were drip dry, there was, as Bob Popiel said, "maximum traction." Many of the ISDT contenders like the tough going of rain. It really sorts out the competition. At the third gas Steve Hess commented, "I love the rain -- it's neat!"

It was at the third gas stop, just 23 miles from the end of the 148 mile course, that problems eliminating riders and skyrocketing the scores were evident. Larry Roeseler came in, saying he had seen at least four guys out of gas. Greg Davis was one who ran dry but managed to get to the gas check. It was 47 miles from the previous gas; the wet sand soaked up power, and there were two terrain special tests to use up an extra margin of fuel.

Barry Higgins arrived with a bone dry tank but offered a few words on the type of trail, saying, "I'm sick of beating my knuckles off on all those stupid trees. I don't mind the ride. I hate it when they put the arrows up (through fresh woods) and say, 'Here you go, guys.' "

Jim Fishback and Hoyt Stathem both had tree trouble. Jim said, "Twice I hit trees head on." Statham maintained he had managed to bump into at least 50 or so. Jack Pines don't grow well in California desert.

Dick Burleson started the day with his shoulder still not 100% after a crash a few weeks ago. Following a get-off in the first special test, Dick retired from the event. It was apparent to Burleson that the sand whoops would require more of the shoulder than he was willing to risk.

By day's end, Gallo had accumulated a 56 point lead over Jeff Hill and was a couple more in front of Jack Penton. On two of the three terrain special tests, Frank had established untouchable scores. On the other he was two seconds off the pace established by Jeff Fredette.

Day Two

Early morning cloud banks burned away and Sunday became what Burleson described as a "perfect day for a Michigan trail ride." He meant it was too easy for heavy-duty competition.

A hillclimb special test greeted the riders just a mile from the start line. Still early in the morning was the second running of the well-known "fence line" test, featuring elephant-swallowing sand whoops! As the fast riders came through the whoop-de-dos, the pulsing sound of their engines would often come to an abrupt halt as bike and rider were pitched into the sand. Drew Smith disappeared into a whoop with only a blue helmet bobbing up and down as he picked up and got restarted. Jeff Hill kicked his shifter into neutral and ate it. Bruce Kenny got out of shape and went down. And Gallo came off the top of a mogul with his front wheel cocked and stuck in the sand like a spear. The seconds ticked away as he dug it out, kicked a few times, and roared away.

The last special test came at the finish. It was a course in excess of a mile, set up like a motocross, but was not a closed loop. The riders entered one at a time and rode against the clock. The spectating was great!

After 300 miles of trail, the riders were hanging it out as though one test would make or break their trip to Sweden. There was no hiding m istakes as they went for it. Tom Penton came off a jump wrong and crashed in the following whoops. Popiel laid his

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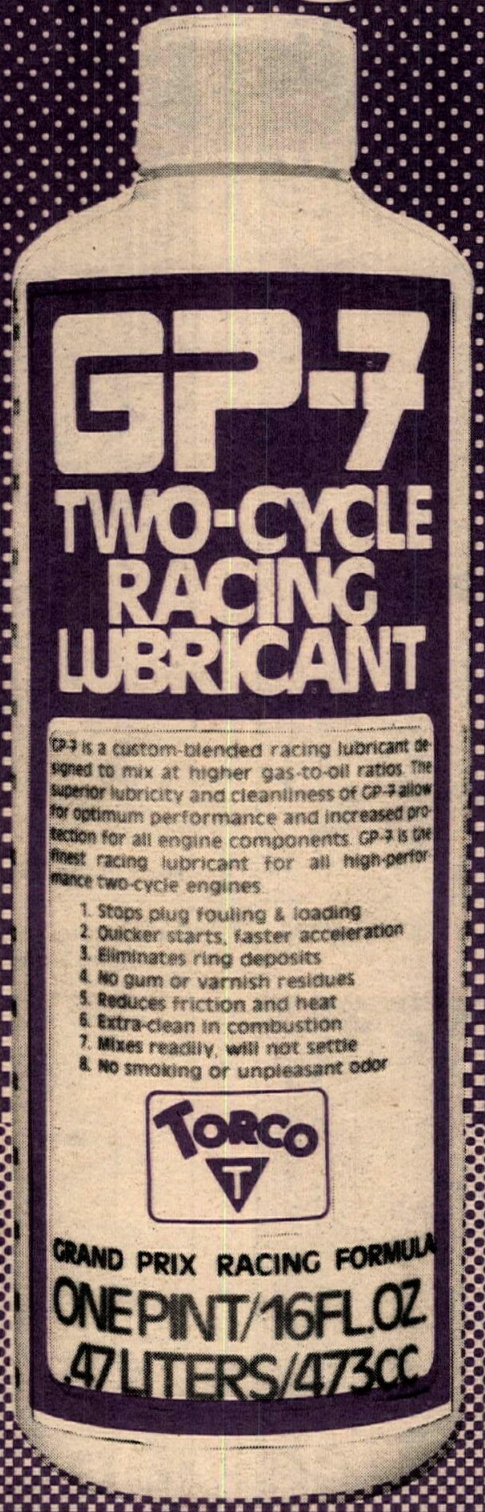

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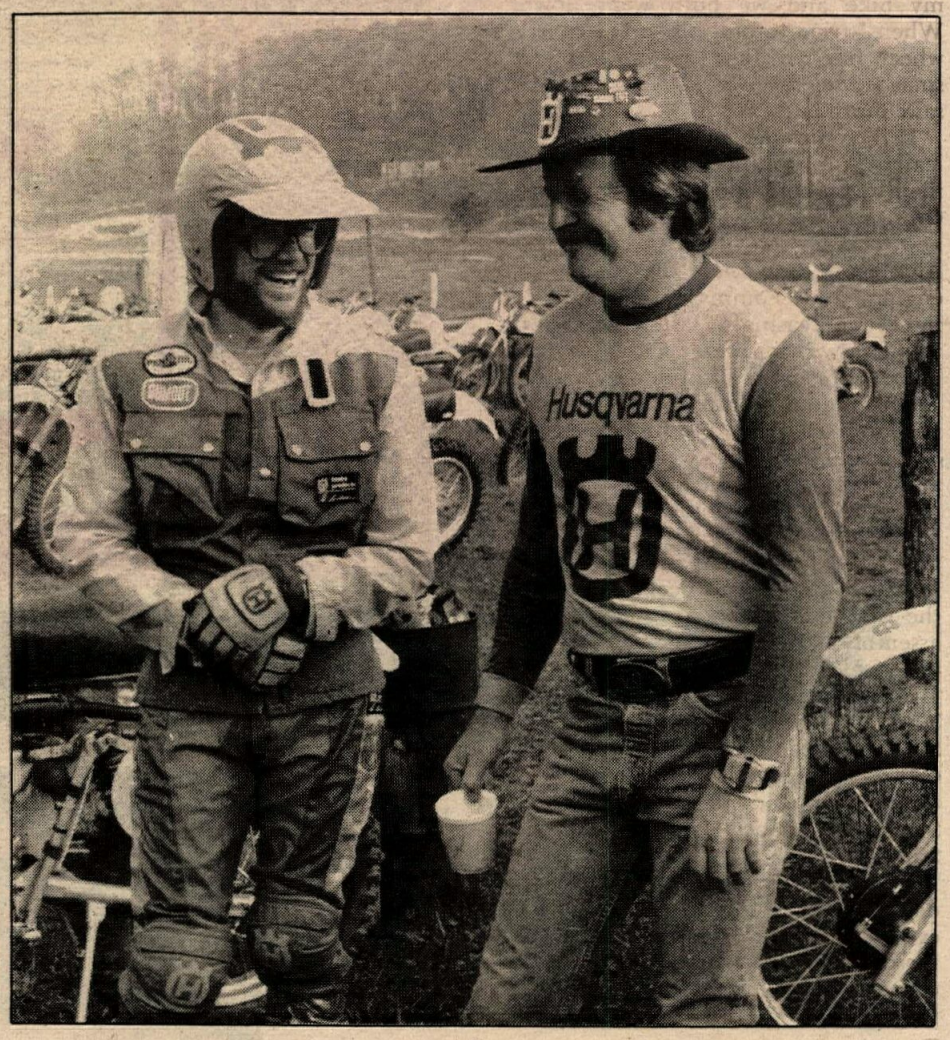
Jeff Smith rode to golden victory in Michigan's 350cc A class.

Tops in the 250cc A battle was another KTM, and Jack Penton.

Behind the Gallo charge in the Open A division was Jeff Hill, also KTM-mounted.

Dick Burleson raps with Husky Team Manager Buzz McQueen before the Michigan 2-day that got the best of him.



machine over in a tight corner and stood on his head. Frank Gallo went down briefly, twice.

In spite of his Sunday crashes, Gallo lost only two seconds from his Saturday lead. As someone commented, Frank would have walked through the last test and still won. •

Results

Best "A" Score: Frank Gallo (KTM) 2267.

Best "B" Score: Rick Walsworth (KTM) 2631.

125cc A: 1. Steve Whitworth (Hus) 2601; 2. Dennis Vandecar (Hus) 2624; 3. Bob Pearce (Kaw) 2655; 4. Joe Klokkevold (KTM) 2661; 5. Larry Flowers (Hus) 2682.

Other Golds: Tom Krehbiel (Pen); 2. Dan Dillion (KTM); Fred McGlen (KTM).

Silver: Ed Grover (Yam).

Bronze: Greg Davis (Hus); Kathie Campbell (Pen)..

200cc A: 1. Don Cichocki (Suz) 2400; 2. Drew Smith (Suz) 2402; 3. Alan Deyo (Yam) 2459; 4. Mike Rosso (Suz) 2509; 5. Robert Ayers (Yam) 2513.

Other Golds: Jim Harvey (Yam); Tad Yzzle (Yam); Brad Zimmerman (Suz); Dwight Rudder (Yam); Ron Lamastus (SWM) ; Darryl Kuenzer (Pen).

Silver: Richard Sypriano (Suz); Kevin Reynolds (Yam); Jim Kelleker (Yam); Buck Walsworth (KTM).

Bronze: Dick Biermacher.

250cc A: 1. Jack Penton (KTM) 2321; 2. Ted Leimbach (KTM) 2334; 3. Larry Roeseler (Hus) 2372; 4. Steve Hess (Pen) 2394; 5. Jeff Fredette (KTM) 2396.

Other Golds: Wayne Sturm (Hus); Tom Penton (Suz); Dean Waskowiak (Suz); Bill Berroth (KTM) Dave Hulse (Suz); Dave Ashley (Yam) Terry Cunningham (Mai); Glenn Thomas (Hus); Randy Mastin (KTM); Tim Hopey (Hus); Kevin Snapp (C-A); Mike Melton (Hus); Kevin Piasecki (Hus).

Silver: Craig Kennedy (Hus); Bob Smith (Hus); Richard Jung (KTM); Mark Deyo (Yam); Alan Soester (Yam); Gary Edmond (Suz); Telford Proffer (Pen); Tom Buckles (SWM); Carl Grell (Hus); Doug Cushnie (Pen); Max Markowitz (Mai); Drigan Wieder (KTM); Ron Knarr (Yam); J. Mitchell (Yam).

Bronze: Vern Pacholke (Bul); Billy DiGiorgio (KTM); Dave Horn (Hus); Ken Daniel (C-A); August Jandorek (KTM); Frank Wilson (Pen).

350cc A: 1. Jeff Smith (C-A) 2523; 2. Dan Schuler (Hus) 2593; 3. Russ Powell (KTM) 2617; 4. Joe Morel (Hus) 2630; 5. Terry Jackson (Suz) 2788; 6. Heinz Raidel (Pen) 2791.

Open A: 1. Frank Gallo (KTM) 2267; 2. Jeff Hill (KTM) 2335; 3. Bob Popiel (Hus) 2348; 4. Gary Younkins (KTM) 2372; 5. Frank Piasecki (KTM) 2498.

Other Golds: Jim Smith (KTM); Carl Cranke (Yam); Nate Pillsbury (Mai); Bruce Kenny (Hus) Kevin LaVoie (KTM); Barry Higgins (Mai); Bob Mercil (Mai); Jim Fishback (Yam); Lars Larsson (Hus); A.C. Bakken (Hus); Barry Mayo (Hus); Jim Simmons (Yam); Gary Vanderpool (Hus); Ron Lojack (Hus).

Silver: Jeff Hammond (Yam); Terry Davis (Tam); Reed Bright (KTM); Tom Barclay (Hus); Ken Wilson (Hus); Jim McCrimmon (Hus); Gale Peterson (Yam).

Bronze: Ed Davis (Hus); 2. Chris Carter (Yam); Bill Woolman (Yam); Jeff Proctor (Mai); Lavern Brown (Hus); Tim Coleman (Hus).

125cc B: No Finishers.

200cc B: 1. R. Byrne (Yam) 6067.

Silver: Eric Koeller (Pen); Blair Sharpless (C-A); Tom Inwood (C-A); Cris Jones (KTM); Gary Peterson (Yam).

Bronze: Jack Weichsel (Suz). .

250cc B: 1. Rick Walsworth (KTM) 2631; 2. Ted Goddard (C-A) 2997.

Silver: F. Sutton (C-A).

Bronze: Galen Sape (KTM); Kevin Mitchell (Pen); Tom Kolnowski (Hus).

350cc B: No Finishers.

Open B: 1. Martin Heben (Yam) 6703.

Silver: Dave Emick (Pen).

Manufacturers Team: 1. Suzuki #1: Tom Penton, Drew smith, Mike Rosso; 2. Team Husky Products: Larry Roeseler, Bruce Kenny, A.C. Bakken; 3. Yamaha Motors #3: Jim Simmons, Dave Ashley, Dwight Rudder.

Club Teams: 1. Hallman Haulers: Barry Higgins, Nate Pillsbury, Lars Larsson; 2. Timber Trail Riders: J. Shafer, J. McCrimmon, Ga. Peterson; 3. Grells Gremlins: T. Coleman, M. Neiner, C. Grell.

Chapter Club Team: 1. Mudwalps: T. Krehbiel, Wolfgang Kruse, Kathie Campbell.

National MX

(Continued from page 10)

400 looked smoother than any other rider/bike combination on the track.

The works Yamahas hung in there as well and Mike Bell tried to stay with Danny and get by Smitty. Only the checkered flag prevented it as LaPorte took the win by six feet ahead of Smith, who turned in a determined last lap bid to retake the lead.

Staten and the Honda team used the intermission to have their suspensions replaced. Bell had his wrinkled and broken Yamaha repaired. LaPorte just laid back in the shade as Pat Alexander topped up the gas tank and changed air filters on the Suzuki.

"I haven't raced an outdoor event since last year's Trans-AMA Series. All I've been working and training for since then is the 500cc Nationals. I want to win the championship bad!" said Danny, who narrowly missed out on winning the controversial 125cc National Championship Series last year.

Mike Bell wasn't playing around either and looked invincible as his Dave Osterman-tuned Yamaha grabbed the holeshot ahead of Croft, LaPorte, Steve Stackable, Burgett, Swartz and Summey and began pulling away as the final moto left the line.

But where was Marty Smith?

Smith came around at the end of the first lap in last place, hardly riding as fast as he could.

"The back end of this guy's bike bounced over and right into me as we reached the first turn. His rear wheel got stuck up under the rear fender of my bike and we both went down! When I tried to pull his spinning rear wheel free, it flew out and nearly smashed my face. It really scared me!" said Smith later.

Bell continued to hold down the lead at the 10-minute mark by a good margin. LaPorte moved up and passed Croft for second. Croft's Honda had new forks for this moto, but mechanic Alan Hahn didn't have time to change engines and Tommy was having to fight increasingly difficult shift problems that were only slightly bothersome in the first moto.

Rex Staten would move up from 10th to sixth place, but his suspension still wasn't working well enough to allow him to catch the leaders.

At the halfway point, just when it began to look like Bell was on his way to winning, his Yamaha suffered a flat front tire that began peeling itself off the rim. Bell pitted for a new wheel assembly as LaPorte danced his Suzuki into the lead.

The overall win of the first 500cc National of the year belonged to Suzuki and the kid from Yucca Valley, CA. Croft held on for second place in the moto ahead of Burgett, Staten, Stackable, Boone, Darrell Shultz and Smith.

For Mickey Boone, who turned a 7-5 day into a sixth overall, it was his first ever race on a works Suzuki as a full factory member. The claiming rule controversy days are now long forgotten. ●

Results

250cc: 1. Bob Hannah (Yam) 4-1; 2. Kent Howerton (Suz) 3-3; 3. Jim Ellis (Hon) 2-4; 4. Chuck Sun (Hus) 8-2; 5. Pierre Karsmakers (Yam) 6-5; 6. Jim Weinert (Kaw) 7-7; 7. John Savitski (Yam) 11-6; 8. Marty Tripes (Hon) 1-DNF; 9. Monte Anderson 10-9; 10. Jim Pomeroy (Hon) 5-16; 11. Parry Klassen (Mai) 12-10; 12. William Gumbmann (Mai) DNF-8; 13. Dennis Brand 17-12; 14. Don Kudalski (H-D) 9-DNF; 15. Scott Lester 18-13; 16. Charles Cooper (Pen) 16-15; 17. Gregg Theiss (Hon) DNF-11; 18. Rick Lupp 13-19; 19. David Boles (Mai) 20-14; 20. Pierce Law 14-DNF.

500cc: 1. Danny LaPorte (Suz) 1-1; 2. Tommy Croft (Hon) 6-2; 3. Rick Burgett (Yam) 8-3; 4. Rex Staten (Yam) 4-6; 5. Steve Stackable (Kaw) 9-4; 6. Mickey Boone (Suz) 7-5; 7. Darrell Shultz (Mai) 5-9; 8. Marty Smith (Hon) 2-15; 9. Gary Semics (C-A) 12-8; 10. Mike Bell (Yam) 3-DNF; 11. Pat Maroney (Suz) 13-12; 12. Denny Swartz 15-11; 13. Terry Clark (Mai) DNF-7; 14. Ken Adams 14-14; 15. Frank Stacy DNF-10; 16. Tony Summey 10-DNF; 17. Roger Brown 11-DNF; 18. Bob Pickard 16-17; 19. Mickey Kessler (Yam) DNF-13; 20. Tim Riddle (Mai) DNF-16.

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Scott Gillman topped the Open Pros against a snowy backdrop.

Coors Trans-AME MX Series — Round eight

Denton, Moates, Gillman best at Bishop

By Lee Taylor
Photos by Greg Taylor

BISHOP, CA, MAY 28

Some of the top western United States Pros met at Bishop Sunday for the final race in the Coors Trans-AME Motocross Series. In addition to the adversaries they'd come to know and respect over the past two months, the racers found themselves battling the heat over a challenging track, laid up against the side of a mountain.

Gary Denton, riding a Suzuki for Suzuki West, took home top money for the 125cc Pros. He had the flu all week and didn't expect to do well, but in spite of the odds against him he tallied a 1-2 ride over two 45-minute motos. Chappy Blose, from Phoenix, AZ, took home the series class championship with over 1700 points by coming to California every week to race.

Marty Moates (Hon) scattered all the cards in the 250cc Pro series. With less than a 300-point span between Darrell Shultz and Gary Denton for the title, Moates cleaned up with back-to-back wins. Shultz, who was at the first 500cc National in Texas, found his title protected, but Denton still ended with a strong second in points as well as second overall for the day.

Scott Gillman rode into the winner's circle for the 500cc Pros, taking a superb pair of back-to-back wins. Shultz barely held this title for the series, as Gillman cut his lead to only 11 points.

At the start of the first 125cc Pro moto, Gary Denton found John O'Mara out in front. With Tim Locey on his tail, Denton hustled and moved into the lead. Don Draz had his hands full in fourth with Cliff Lett, fighting for third in series points, on his tail.

Denton had said earlier that he would save himself for the 250cc race, but there was no sign of it as he pulled away from the pack. Chappy Blose, who started off dead last, was burning up the track and moved into sixth, engaging in a neck-and-neck duel with Lett.

Ron Turner had, meanwhile, taken over fourth and was hounding Locey. With three Suzukis in front of him, Turner's Yamaha was WFO and charging, and soon eased by Locey. Bobby Jones took over fourth, right on Turner's tail.

Both Denton and O'Mara were out on their own in first and second, but Turner broke loose and took over the number two spot. Blose continued to blitz his way through the sand and around the sagebrush like a jack rabbit, and with O'Mara out of the race with mechanicals, Jones was left to fight off Chappy for third. By moto's end, Jones found himself set back in fourth. Locey and Pat Hubbs were right on top of him.

Jones grabbed the lead the second time out with Denton pushing hard. Denton took command as Blose moved into third. Marty Moates, who DNF his first moto, was after Blose, roosting through every turn in fourth. Bill Keese held fifth with Lett right behind, followed by Mark Barnes, Gary Scheidler and Turner.

Blose took over the lead and left a battle behind between Jones and Moates. Side-by-side they flew with Moates using every line to finally get around and set out after Denton. A beautiful duel was going down between Keese and Scheidler, as Gary held sixth to the end of the moto.

Moates once more ran into trouble and scored another DNF.

Coming in for the end of the moto, Lett and Turner continued their duel for fourth with Turner holding firm. When the checkered flag waved, Blose crossed over first, Denton second and Jones third. Denton took the victory with Blose second overall and third overall went to Turner.

At the start of the first 250cc Pro moto, Gary Denton jumped in to the lead, out to upset Shultz's series lead. Marty Moates took over and Denton found himself fighting off Tim Locey in third and Ernie Hendricks in fourth. Running fifth was Rob O'Rourke, riding his first Pro race.

Some heavy action developed between Locey and Kenny Zahrt, both having a crack at second in the series. Another battle was raging between Paul Lane and Tracy Oswell for fourth. Currently third in the points race, Oswell finally managed to pass Lane.

Oswell moved right on top of Locey, with Bob Kline in fifth. Locey ran into trouble when his wheel clipped a truck parked close to the track as he went high to the outside of a berm, throwing him back into the middle of the track where he was centerpunched and had to retire.

With six minutes left in the race, Denton moved back into third and was fighting off Oswell as Moates was way out in front with an unbelievable lead.

Coming in for the checkered flag, Moates flew across for the moto win, Turner held second and Denton finished third.

The second time around, Moates once more took control with a wild battle for second raging among Zahrt, Kline and Denton. Kline took over second as Moates walked away with the race. Zahrt and Denton continued their battle for third as Denton snatched it and set out after Kline, but both Denton and Kline went down simultaneously.

As the checkered flag waved them home, Moates crossed over to a pair of wins and the overall. Zahrt took second for the moto. Denton held on to third for second overall and third overall went to Bill Ovelette for a 4-6 ride.

Scott Gillman started off the first 500cc Pro moto with the lead, holding Russ Norton's Can-Am to second. Running third after a long lay off from racing was Greg Torgerson. On his new Yamaha, Torgerson fought off Tracy Oswell. A battle for fifth was going down between Rusty Hunt and Jon Miller, followed closely by Tom Claire and Angelo Cofino.

Sherman Schneller had the ride of the day. His Suzuki broke in practice and he borrowed a friend's Maico for the race. With a new, quite different bike he moved up through the pack

(Continued to page 25)

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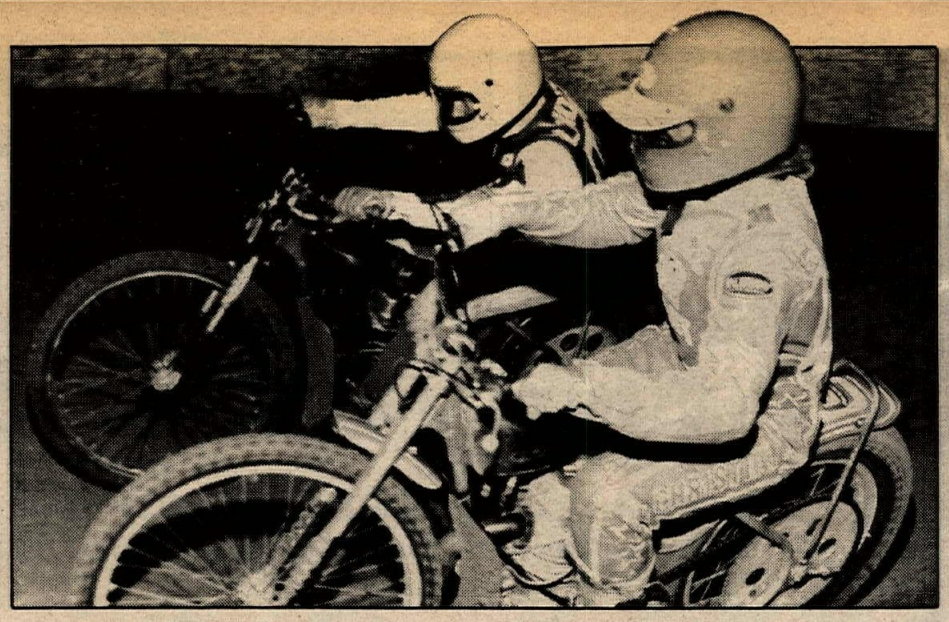


(Top) Alan Christian takes the inside on Louis Lindwall at Costa Mesa. (Above) Mike Bast, Larry Kosta and Alan Christian go off the line at Ascot, where Bast took the Scratch Main event. (Below) Larry Kosta brought his school-built Jawa out to Ascot and took second in the Scratch Main. (Opposite page) Costa Mesa's Division Two winner, Dan McNeill.

"Pain week" begins at San Bernardino

By Dennis Greene

SAN BERNARDINO, CA, MAY 24

A painful week of speedway racing began Wednesday night at San Bernardino where a half dozen riders fell by the wayside. The parade started when Danny Becker punched a hole in the crash wall and came to a quick stop on the handlebars. The sudden stop put him in the grandstands for the night. Then came Sonny Nutter and Ron Preston, who both went down but returned to competition. Bob McLain got knocked down in every race, and by the end of the night he was having trouble just moving around.

The only bad pile-up of the night put Ron Preston in the hospital with a concussion. He ran into the rear wheel of a slower bike and was pitched over the bars head first into the ground.

With all the pile-ups, it's hard to say it was a good night of racing. But it most assuredly was a great race meet. Mike Muntean finally earned his way into the Scratch Main event. It ended up being a three-man go when Sonny Nutter broke the tapes and was sent to the pits. At the start, Mike Bast went to the front while Bobby Schwartz and Mike Muntean ran neck and neck for the second spot. Bast won and Muntean just nosed out Schwartz.

Last week in the Handicap Main event, Don Faulkner won the event from the 10-yard line. Don found himself in the same winners' circle again this week after the five-lap event. Two wins in a row should move him back to the 20-yard line. This is to his advantage because the only way a rider can get a Scratch ride is to be a winner from at least the 30 yard line in Handicap Racing.

Mike Bloom won the Division Two Main event, just one more rider who has worked his way up through Junior Speedway.

Kosta earns an "A" at Ascot

GARDENA, CA, MAY 25

Several top riders were not on hand for the second week of racing on Ascot Park's quarter-mile track. Ron Preston was still in the hospital; Danny Becker, Steve Nutter and Bob McLain were just too sore to ride.

Mike Bast again won the Scratch Main event, as he did the week before and like last night at San Bernardino.

Running second to Mike was Larry Kosta. Kosta has a different story to tell, best told by his teacher, Jacob H. Bagnall:

The Vocational Motorcycle Mechanics' class students have built bikes that have won awards in every car show in Southern California at least once, including the Winternationals. They have constructed parts for the racing bikes of Larry Kosta, Jim Fishback, Marty Tripes and Marland Whaley. The motocross team (coached by Jake Bagnell) is winning the San Diego County High School Championship for the second straight year, having competed for only two years.

Larry Kosta's speedway bike was completely built by the students of the Motorcycle Mechanics' class. The frame was constructed from 4130 chromemoly, as was all of the small hardware. The axles and main engine bolts were handmade of a light but strong alloy.

The front forks were the biggest change from common practice. They were designed by Bagnell and constructed by the students. The forks are four pounds lighter than stock and have a damping system which helps on

rough tracks. They're also less likely to bend.

The engine is a Jawa with Weslake conversion. The ports are stock, but the piston and combustion chamber were redesigned. The cams were reground to Bagnell's specification by a friend. Construction time was five months and all parts were paid for by Kosta.

To date, the bike has won its class at the San Diego Car Show and has been near the top of the speedway racing circuit. We would like to thank our sponsors: Cinco De Mayo Meat Company, Electro Helmets, K&N Air Filters, Champion Spark Plugs, Knobby Shop, and Lemon Grove Cycle Supply.

If Larry was still in school, you'd have to give him an "A" for the class. He ran away with the Handicap Main event win over Mike Bast and Dennis Sigalos.

Bast battered at Costa Mesa

COSTA MESA, CA, MAY 16

Rounding out the painful week of speedway, Friday night at Costa Mesa saw Mike Bast carried off the track on a stretcher when he caught a rut in the track while passing Louis Lindwall. Mike started over the bars, but was stopped short when they nailed him so hard that the protective cup he was wearing was split in two. Needless to say, Bast did not make the restart of the Handicap Main event.

Jan Ballard pulled off the win just a few feet ahead of Mike Muntean, while Bobby Schwartz and Dave Sims had at it for third. Sims won that spot. Bast was given fifth place and Lindwall sixth.

A growing part of the speedway scene is the talent shown by several Division Two riders. Dan McNeill, Phil Gagnon and Bobbi Hunter all are a part of the superstars of the sport on their way up.

Dan McNeill won the Division Two Main with all the style of a Rick Woods. •

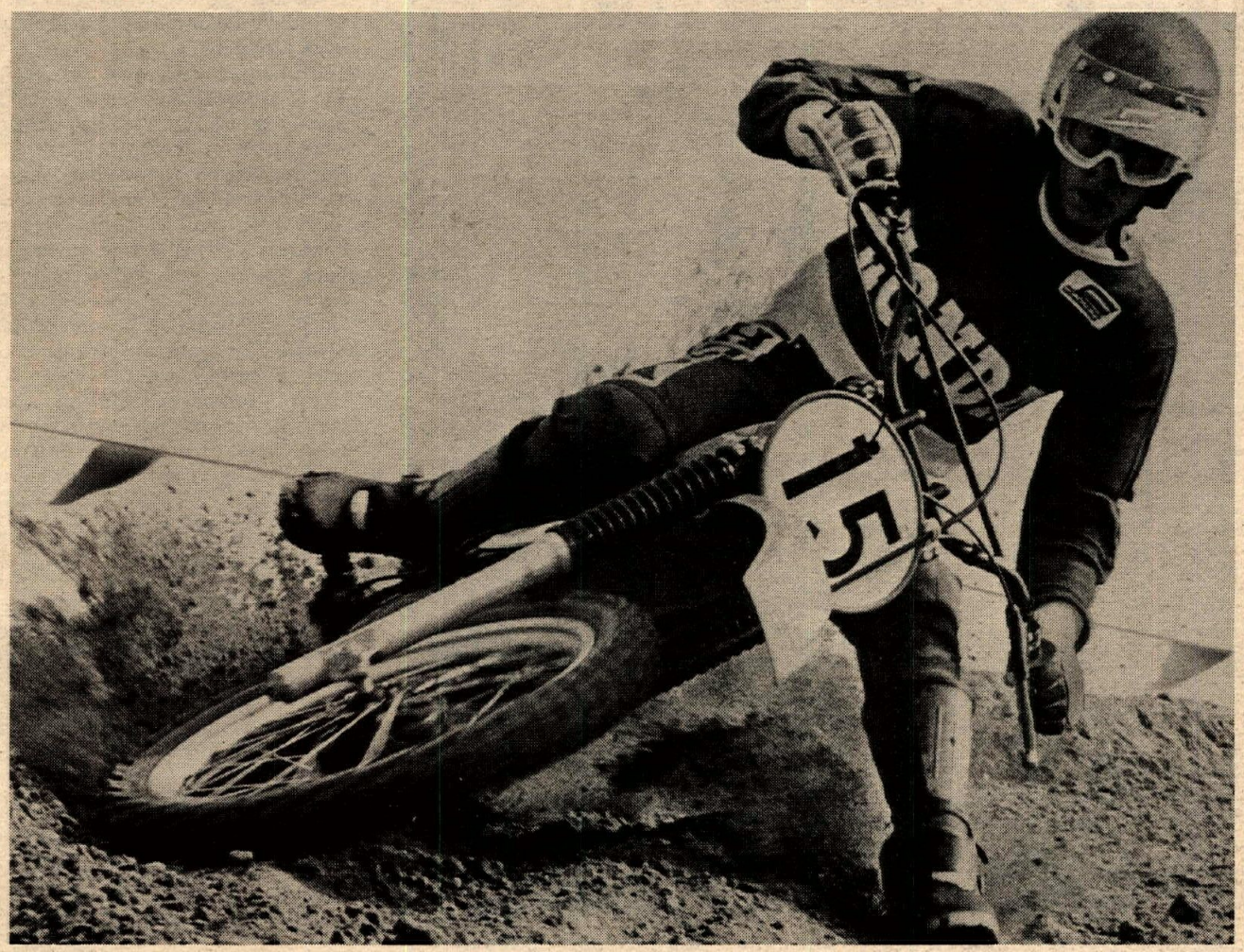
Results

SAN BERNARDINO
SCRATCH MAIN: 1. Mike Bast; 2. Mike Muntean; 3. Bobby Schwartz; 4. Sonny Nutter.
HANDICAP MAIN: 1. Don Faulkner; 2. Mike Bast; 3. Phil Gagnon; 5. Dennis Sigalos; 6. Dave Sims; 7. Tom Morley.
DIVISION TWO: Mike Bloom.
DIVISION THREE: Jim Forehand.
FEATURE MATCH RACE: Mike Bast.

ASCOT
SCRATCH MAIN: 1. Mike Bast; 2. Larry Kosta; 3. Bobby Schwartz; 4. Dennis Sigalos.
HANDICAP MAIN: 1. Larry Kosta; 2. Dennis Sigalos; 3. Tom Ferris; 4. Dave Sims; 5. Mike Bast; 6. Frank Adamso.
DIVISION TWO: Phil Gagnon.

COSTA MESA
SCRATCH MAIN: 1. Alan Christian; 2. Mike Bast; 3. Dave Sims; 4. Bobby Schwartz.
HANDICAP MAIN: 1. Jan Ballard; 2. Mike Muntean; 3. Dave Sims; 4. Bobby Schwartz; 5. Mike Bast; 6. Louis Lindwall.
DIVISION TWO: Dan McNeill.

WORKS CLOTHES.



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Desert Hotline

(Above) Ed Zarp was second Heavyweight Expert at the Desert Foxes hare and hound, while Bruce Ogilvie (below) took the whole banana.

Ogilvie outfoxes 'em at D-37 H8H

By Gary Laudig

LUCERNE VALLEY, CA, MAY 28

The orange and black Harley-Davidson colors were in the winner's circle, as Bruce Ogilvie edged out Larry Roeseler for the win in the AMA D-37 Desert Foxes Fox Hunt with a six-minute lead on the third place bike.

The profile of dust against the craggy mountains by Victor Pass seemed to increase with speed as it neared the barren wash and ravine section. Bob Balentine on the awesome sounding KTM 400, stretched out a sizeable lead on second place, Amateur Lee Scheffers giving his 400 Mono an extra dose of gas trying to gain on the low flying Balentine.

Number one, Larry Roeseler was doing something unusual for a change, eating dust at the latter part of the lunar looking canyon, the "Big O" Bruce Ogilvie (H-D) and the pride of the Viewfinders, Max Eddy were neck and neck.

Making a safe road crossing, Bad Brad Henson was chased by hard-charging Benny Padilla. Both men were on 250 Yamahas; both fighting for the second 250cc spot, shot down the dusty trail for Iron Ridge. Vectoring left, Gary "Hawkeye" Charters (Suz) wheelied down the high bank into the wash with second "C" bike Charle Hamill of Yamaha Motor Corp. behind, both men going for broke. This is one of the hottest battles in the district.

Tim Fitzpatrick (Hus) and Jim Delliplaine (Yam) were in Bruce Lewellyn's dust as the fast moving Senior turned right and headed up the soft face of the wash bank into some brand new stuff.

About the time the leader passed the hollowed out van, the banner dropped for the Novice/Beginner race. Duplicating Balentine's run down the canyon, Pat Cain had a fantastic lead on second place Pete Postel, second overall and first C bike. Bob Schneider, Beginner 437C, Wayne Langer and Gary Covington tackled the deep rollers and crossed the road in pursuit of the distant Expert/Amateur dust on the horizon. Bob Miller was chasing Rich Zajic, Lou Ortali tucked in behind Dave Woolmore, and the race was on.

Brett Howell passed Cain who was re-grouping from a getoff, Jim Crouch did the same. Crossing a gully, Gary Cass passed the old van and headed over the rise ahead of Jesse James. Jim Short followed them into the first section of virgin territory. Steve Miller started to make his move, passing Keith Tullar and Jeff Moeller.

This section, clear to the powerline road, was helmet sized boulders scattered around giant puckers and Cholla cactus, not to mention the washout ditches; no place to get throttle happy.

By this time the Amateur/Expert riders were clearing the saddleback to the right of Red Mountain and heading home for pit one.

Balentine had a huge lead on Roseler while Scheffers maintained the lead on Ogilvie, who was making up time from his get off. Traibiker Kevin Hopkins had a great lead only to lose ground due to a front flat. The Prospectors changed the tire and Kevin took off after Joe Lockhart. Bill Becker chased the visorless Bill Saltzman out of the pits, while John Foster and Bob Sanders, third Open Senior, motocrossed their way through the tight, windy sandwash.

Coming out of the *wide* wash, Jay Orendorff and Ed Whiteside headed for the quarry on a course that was to develop into one *big* experience. Backtracking the Brushbuster course to the base of Mayes Mountain, the arrows headed the racers to the right through the well worn rollers. Ray Waldbaum was surprised when the course went right at the end of the rollers. John Lawson led the way for Verlin VanZee as the racers entered an area not used in years and started picking their way through canyons, washes and goat trails that led to the top of a very high mountain.

It was about this point Bob Balentine called it quits. On the first loop his front brake cable was dragging; in the mountains his clutch would not release. Getting off hard, he packed it in for the day.

Blasting down the road past the Quarry Novice Rich Zajic had passed Langner, Schneider, the wounded Cain and just before the check heading the racers toward Mayes Mountain, Zajic zapped Postel. Cleaning the gears, Rich looked back and couldn't believe his eyes. Dan Ashcraft was so close he could have kicked his front fender. This is the way it stayed throughout the loop.

By this time Max Eddy developed a front flat. D.L. Dorman, running first C Amateur, crested the top of the last mountain. Before heading down the long downhill to the check on Powerline Road, the racers could see the lava mountain and home. But the course went left. Bob Perkins just got his bike in fourth gear on the fire road when the arrows pointed him back into the desert; Francis Christensen followed.

Boondockin' for a while, the course wound around to the entry of the Camp Rock bomb run. Finding the split trails, Mike Powers, Gary Conner and Frank Vancil went their separate ways with one thought; get the lead. Jack Kaplan kept Lee Elias honest as the two veterans headed along the high bank to the left of the tank slapper wash.

Just at the point the racers thought they were going to be emptied into the giant whoops, the arrows headed the racers up the small canyon to the left entering the Desert Daisy's course. Making the turn behind Bob Miller, D.R. "Kraut" Deichman erased all the words said about the Desert Foxes and headed up the trail to the foothills. Pete Andeman was making up time and set his sights on Jeff Thorpe in the distance.

When the Novices reached this point, Keith Tullar got by Jeff Moeller and "Pistol" Pete Postel. Kirk Kandt was sighting in on Dave Woolmore as the course rounded a small mountain, picking up a narrow, ticky wash. Trace Willis tried to pass in the up and down cross country section, Gene Peters had already jumped into the wide wash in pursuit of Steve Priestly. Wayne Langner was tapped out in fifth heading down the wash, anticipating what was around each bend. DuRay Endlich crossed the powerline road and started up the snakelike wash, Jim Mort went up and down the gears trying to catch Endlich. The Expert/Amateur racers made their way through the last section of ridge running, headed down the long rocky downhill, some taking a shortcut and crashing.

Roeseler pitted and headed out on the last loop. Just before the Rovers pits, Larry's front tire went south. Noticing a Husky sitting there he pulled in, borrowed the tire and took off after the new leader Ogilvie. Henson hustled through the pits in hopes of catching Ogilvie. Ed Zarp took off with hopes of catching everyone, Saltzman held off Becker despite the loss of his visor.

Kevin Hopkins had another tire change in store, this time the rear. Once done the Trailbike ace took off after the flying Lockhart, 19 places ahead.

The course headed out to the right of the rockpile, down a sandy road then to the blowsand. The

Lewellyn/Camp/Sanders battle continued. "Nothing gets me more inspired than Dick right behind me," said Lewellyn. The apex of the loop took the racers past the long sandy downhill, around the boulder deposit in the rocky wash then into the sand whoops.

Picking up the super rocky jeep trail the Sled Riders used to love to run through, Roeseler came up on Ogilvie just as Bruce gassed the Harley and sent a rock through Larry's boot, leathers, socks and *hide*. Larry paused for a monemt then took after Bruce. Catching him in a turn, Larry shot by with the front wheel in the air. This was the first time Bruce knew Larry was anywhere around. Heading up the staircase jeep trail the racers headed in the home direction.

Passing 11 racers, Max Eddy settled in the dust of Gary Charters, who had the C bike win in the bag until he unloaded, messing up his forks and knee.

Roeseler had a marginal lead on Ogilvie when he stopped to top off his gas tank eight miles from the finish. Just as he screwed the gas cap on Ogilvie shot by. To see the finish was the most exciting thing since the Balentine/Roeseler finish at the Rovers race. Two dust trails side by side clear down the bomb run.

When the racers came in view, the roar of the engines told the spectators the bikes were wide open. About a half mile from the finish, Larry's Husky siezed momentarily and Bruce had a big smile on his face a he crossed the finish line 10 yards ahead of Larry. The two premier racers hashed over the last loop for almost six minutes before Brad Henson fishtailed in on a damaged rear tire.

The Novices were not to be outdone. A gap in the amateur expert ranks enabled the spectators to see two very close dust trails heading for the finish; Rich Zajic and Dan Ashcraft finished so close you wish there were two first place trophies.

The courses were not the Desert Foxes', but the Checkers. The nice thing was the Foxes went out and perfected the loops so they didn't beat you to death. The big "Well Done" award goes to Sheila Hopkins, doing the whole thing and finishing 69th overall.

The determination trophy goes to four guys who drive 480 miles once a month from San Jose to race district: Gary Swindell, Tom McDonald, Chis McDonald and Frank Vancil, who finished third 250cc Amateur. The drive alone wins them the award, but the topper was they all finished; two of them after the porta-cans left.

Results

HEAVY EX: 1. Larry Roeseler; 2. Ed Zarp; 3. Max Eddy.
AM: 1. John Richardson; 2. 722.
NOV: 1. Kirk Kandt; 2. Wayne Langner; 3. Cliton Wood.
BEG: 1. #752; 2. Chuck Sickler; 3. Bruce Ogilvie.
250 EX: 1. Bruce Ogilvie; 2. Brad Henson; 3. Ray Wauldbaum.
AM: 1. John Foster; 2. Greg Thomas; 3. Frank Vancil.
NOV: 1. Richard Zajic; 2. Dan Ashcraft; 3. Dave Woolmore.
BEG: 1. Brad Hunsinger; 2. Gary Wilson; 3. Ryan Grosz.
C EX: 1. C. Hamill; 2. Gary Charters; 3. Gary Conner.
AM: 1. D.L. Dorman; 2. Bill Bryan; 3. John Lawson.
NOV: 1. Kevin Case; 2. 430C; 3. Trace Willis.
BEG: 1. 437C; 2. Casey Herring; 3. 432C.
TRAIL EX: 1. Joe Lockhart; 2. Kevin Hopkins; 3. Pete Andleman.
AM: 1. Dennis Marchand.
NOV: 1. John Quibodeaux; 2. John Stoffel; 3. 162T.
BEG: 1. Davd Morrison.
SR HEAVY EX: 1. Bruce Lewellyn; 2. Dick Camp; 3. Bob Sanders.
SR HWT AM: 1. Dick King; Keith Soesbe; 3. Pat Dempsey.
SR HWT. BEG: 1. Leonard Tygart.
SR 250 EX: 1.F.A. Christensen; 2. Jim Main.
AM: 1. John Stewart.
SR C EX: 1. Ronald Milligan; 2. John McCown.
AM: 1. Arnold Denton.
AWOMEN EX: 1. Sheila Hopkins.
1st NOV: 1. 173 Diane.

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Poll points out vote-worthy candidates to motorcyclists.

By Jim Wells

A private poll of the congressional and gubernatorial candidates in California was taken recently to determine which candidates were in favor of off-road motorcycle use in the California desert.

The first contact was made by sending a copy of the now-famous "Wilderness Showdown Brochure" to each candidate and a note stating that the motorcyclists in California would like to know the candidates' opinion of the BLM wilderness situation.

Two weeks later another communication went out stating that a Wilderness Showdown Brochure had been sent to them recently and the motorcyclists in California would like to know the candidates' viewpoint on the BLM wilderness issue. The note also stated that if there was no response by a certain date, it would be assumed that the candidate was for the BLM brand of totalitarianism.

The candidates are graded in four ways: For Motorcyclists, For Restricted Use, No Position, No Response and No Contact.

Upon review of the poll, it will be noted that the majority of the candidates did not respond. Maybe they do not take motorcyclists seriously. But I am sure that motorcyclists will give serious consideration to the candidates that share our viewpoint.

District	For Motorcyclists	Restricted Use	No Contact	No Position
1	Allen Jan-R	Tim Loree-D		
2		Barbara Wrede-D		
3	Joseph Murphy-R			
4	Rex Hime-R			
5	All districts and candidates not listed offered no response.			
6	All districts and candidates not listed offered no response.			
7				Walt Layson-R
8	All districts and candidates not listed offered no response.			
9	Thomas Mulsow-D Robert Allen-R			
10	Rudy Hansen-R	Bill Lewis-R		
11				Dave Welch-R
12	Ron Davis-D			
13	All districts and candidates not listed offered no response.			
14	Carl Burton-R Irenemaree Castillo-R Norma Lowry-D			
15	Carol Harner-R			
16	Eric Seastrand-R			
17	All districts and candidates not listed offered no response.			
18	*Hon. William Ketchum-R			
19	All districts and candidates not listed offered no response.			
20	*Hon. Barry Goldwater, Jr.-R			
21	Stephen Fox-R Rod Walsh-R			
22	Robert Henry-D			
23	All districts and candidates not listed offered no response.			
24	Roland Cayard-R			
25	All districts and candidates not listed offered no response.			
26	*Hon. John Rousselot-R			
27	All districts and candidates not listed offered no response.			
28			Leon Lofton, Jr.-D	
31			B.E. Henschel-D	
33	For motorcycling: Wesley Backus-D, Dennis Murray-D, Charles Smith-D, Lawrence Walsh-D, Don Knabe-R, John Dempsey-R, Phil Ortiz-R, George Medina-D, William Greene-R, William Turner-R.			
34	Jo Bennitt-D			
35	Clyde Stephens-R	David Dreier-R		
37	Danney Ball-R Margit Baldivid-R Jerry Lewis-R			
38	David Balsiger-R Andrew Erdely-R			
39	George Margolis-D	William Dannemeyer-R		Fred Droz-D
40		*Hon. Robert Badham-R		
41	King Golden, Jr.-D			
42	Lois Bodle-D			
43	H. Lee Stout-D			

**incumbent*

Note: There are a total of 179 names on the California Congressional Candidates list. The chart identifies those who responded "For Motorcyclists," "Restricted Use" or "No Position." Several, as identified on the chart, could not be contacted. The remainder of the 179 candidates — the ones *not* listed — offered no response to the mailing. Obviously, the names to remember when you vote on June 6 are listed under the "For Motorcyclists" heading.

Gubernatorial candidate poll

Ed Davis — R	For Motorcyclists
Ken Maddy — R	For Motorcyclists
Pete Wilson — R	No Response
Hon. Evelle Younger — R	No Response
Gov. Edmund G. Brown — D	No Response

Not Contacted: Lowell Darling — D; Raymond V. Liebenberg — D; Gene Atherton — D; Alex D. Aloia — D; John Hancock Abbott — D; Jules Kimmett — D; David Rock — D; George B. Roden — D.

Gary Denton won the 125cc Pros for the day.

(Continued from page 18)

and took over second, staying close to Gillman.

Twenty minutes into the moto, Oswell was running third. Bill Hagen was now on top of Torgerson in a duel for fifth, with Tom Clarie and Mark White on his tail.

Schneller suddenly pulled off the track with carburetor trouble, but got back in the action just in time to maintain second. With the clock winding down to 10 remaining minutes, Oswell was right on top of Sherman. Schneller again went off to the side with problems and was passed by Oswell. Schneller re-entered the race and managed to hold on to third to the end.

The second round was a replay of action with Gillman in the lead, Schneller second and Oswell third.

As the top three opened up leads, Angelo Cofino was closing on Hunt in a duel for sixth. Miller was running fourth and held firm to the end.

When the checkered flag came out Gillman crossed over to victory. Schneller took second overall and Oswell took home third place money.

For the 100cc Pros it was a clean sweep for Jim Holley, both for the class as well as the series. He had been battling Jim Simons throughout the series with only 280 points separating him, but in this final race he cleaned up. Simons held firm for a 2-2 ride and second for the series.

Results

125 PROS: 1. Gary Denton (Suz); 2. Chappy Blose (Suz); 3. Ron Turner (Yam); 4. Bobby Jones (Suz); 5. Cliff Lett (Yam); 6. Gary Scheidler (Yam); 7. Mark Barnes (Yam); 8. Pat Hubbs (TDT); 9. Bill Keese (Suz); 10. Jerry Short (Suz).

250 PROS: 1. Marty Moates (LOP); 2. Gary Denton (Suz); 3. Bill Ovelette (Yam); 4. Terry Ducker (JD); 5. Ken Zahrt (C-A); 6. Ron Turner (Yam); 7. Bob Stern (Yam); 8. Dave Eropkin (Yam); 9. Mike Shoemaker (Yam); 10. Ernie Hendricks (Mai).

500 PRO: 1. Scott Gillman; 2. Sherman Schneller (Mai); 3. Tracy Oswell (Suz); 4. Jon Miller (Mai); 5. Bill Hagen (Yam); 6. Tom Claire (Suz); 7. Rusty Hunt (Suz); 8. Angelo Cofino (Yam); 9. Greg Torgerson (Yam); 10. David Rogers (Suz).

100 PROS: 1. Jim Holley (Yam); 2. Jim Simons (Yam).

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100 PROS: 1. Jim Holley 1980 pts; 2. Jim Simons 1640; 3. Steve Shippy 750; 4. Robert Marks 440; 5. Tim Hines 429; 6. Adam Renteria 300; 7. Bobby Perry 240; 8. Willy Wright 180; 9. (Tie) Jim Cote 120, John Taskey 120.

125 PROS: 1. Chappy Blose 1720; 2. Gary Denton 1290; 3. Cliff Lett 875; 4. Tim Locey 857; 5. Mike Brown 781; 6. Ron Turner 780; 7. Bobby Jones 528; 8. Mark Lawrence 521; 9. Patrick Hubbs 447; 10. Jim Holley 432.

250 PROS: 1. Darrell Shultz 1217; 2. Gary Denton 1120; 3. Kenny Zahrt 888; 4. Tracy Oswell 755; 5. Bob Kline 724; 6. Rex Staten 490; 7. Mike Wickersham 450; 8. Randy Losh 405; 9. Bob Stern 370; 10. Ron Turner 345.

OPEN PROS: 1. Darrell Shultz 1571; 2. Scott Gillman 1560; 3. Mark White 960; 4. Bill Hagen 697; 5. Sherman Schneller 676; 6. David Williams 640; 7. Jim Turner 375; 8. Gary Murphy 290; 9. Ken Morgan 280; 10. Rex Staten 270; 10 (Tie) Rex Staten 270, Rick Burgett 270.

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4/16/78
Ken Painter
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Can-Am 250 MX-4
Callaway Mobile Homes, Denver, NC

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4/23/78
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The Cycle Shack, Lubbock, TX

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Callaway Mobile Homes, Denver, NC

MOTOCROSS
SEMINARY, MS
4/29/78
Terry Owens
1st place
Can-Am 250 MX-4
Wiggins Cycle Sales, Wiggins, MS

MOTOCROSS
MAYSVILLE, GA
4/30/78
Tim Mullins
1st place
Can-Am 250 MX-4
Layton M/C Sales, Cartersville, GA

HARE-SCRAMBLES
GOLD HILL, NC
4/30/78
Tony Cloniger
1st place
Can-Am 250 MX-4
Callaway Mobile Homes, Denver, NC

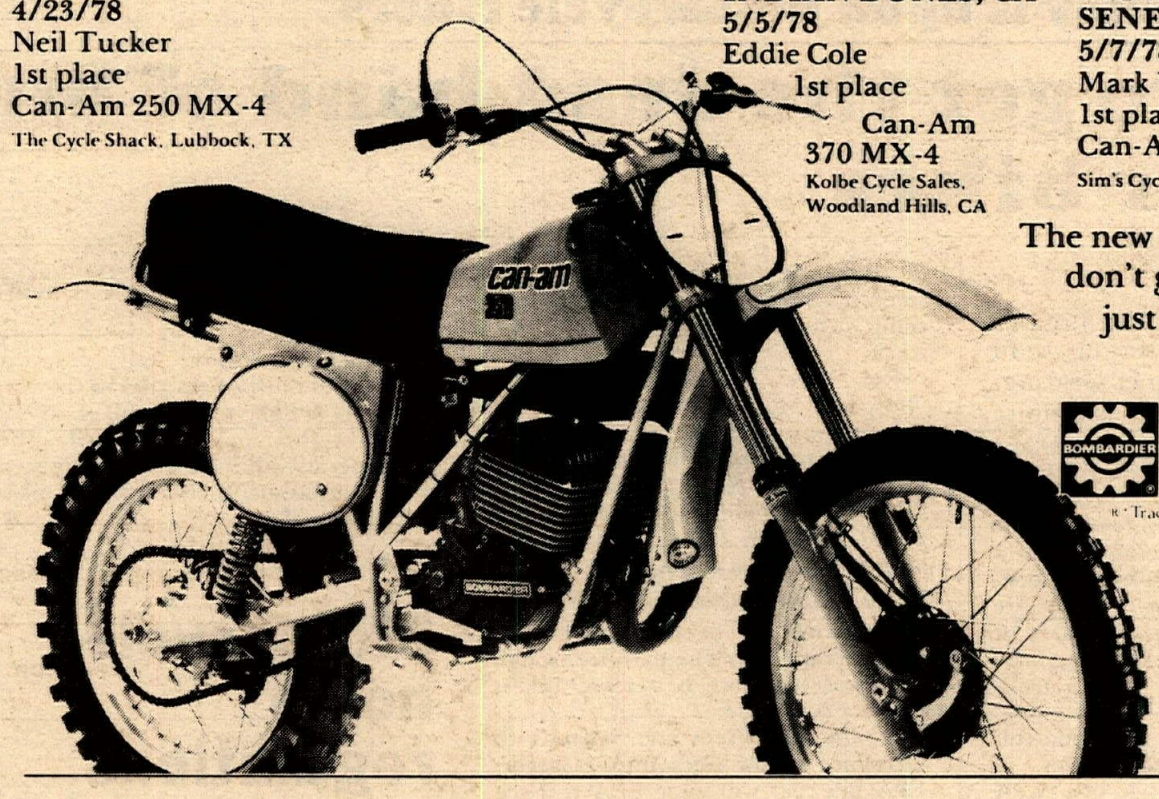
MOTOCROSS
INDIAN DUNES, CA
5/5/78
Eddie Cole
1st place
Can-Am 370 MX-4
Kolbe Cycle Sales, Woodland Hills, CA

MOTOCROSS
INDIAN DUNES, CA
5/7/78
Eddie Cole
1st place
Can-Am 370 MX-4
Kolbe Cycles Sales, Woodland Hills, CA

ENDURO
COLUMBUS, GA
5/7/78
"Wild" Bill Hartley
1st in 125 class
Can-Am 125 Q
Callaway Mobile Homes, Denver, NC

DUAL SCRAMBLES
LAS VEGAS, NV
5/7/78
Kevin Welch
2 1st places
Can-Am 125 MX-4
Competition Services, San Pedro, CA

MOTOCROSS
SENECA LAKE, OH
5/7/78
Mark Warehim
1st place
Can-Am 250 MX-4
Sim's Cycles, Pleasant City, OH



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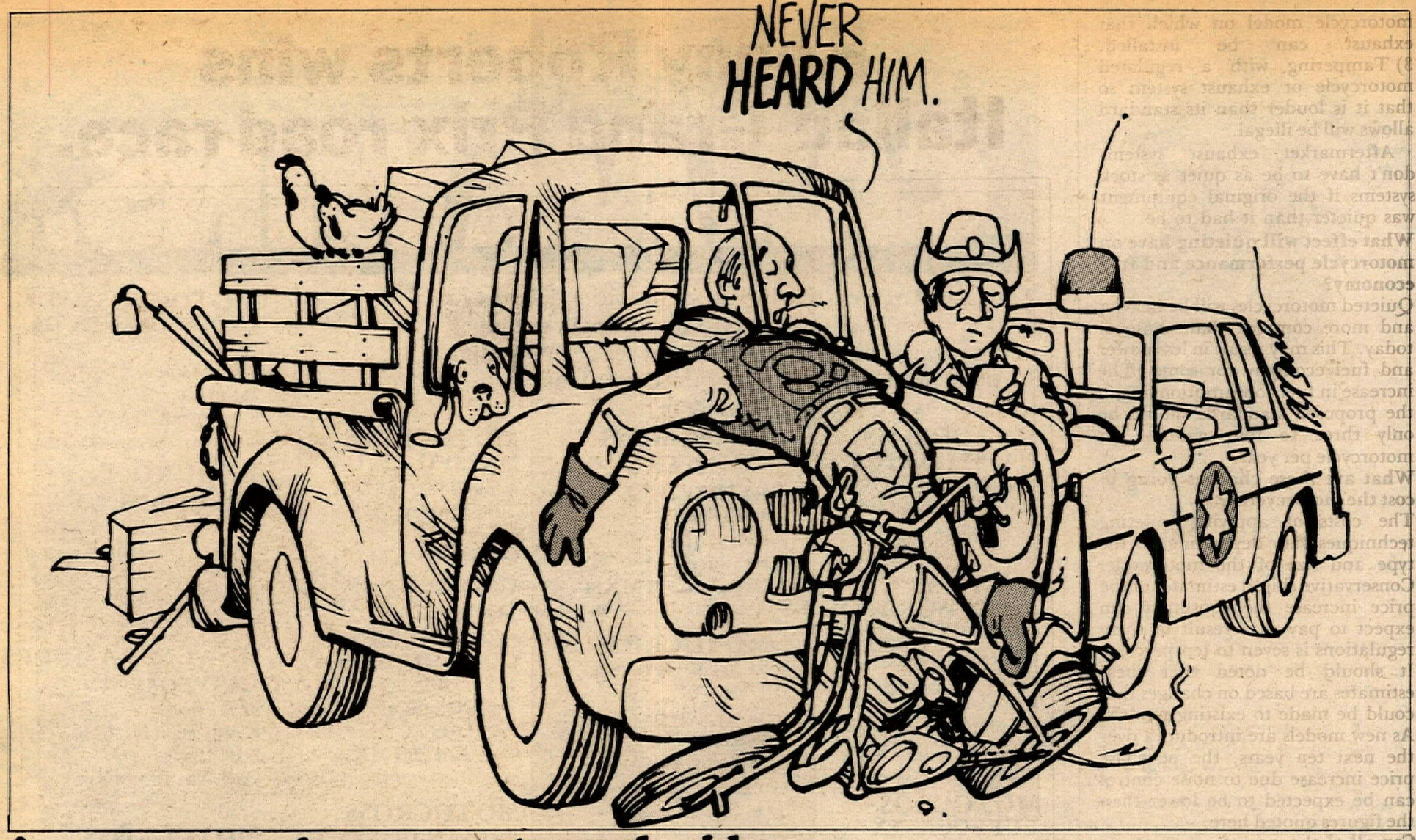


An emergency is upon motorcycle riders

How to get the dead hand of bureaucracy off our bikes

By Ed Armstrong

An emergency is upon motorcycle riders that is more serious than DOT mandated helmet wearing. Today, EPA emission and noise controls on bikes, far beyond any reason, are going to strangle the street bikes.

EPA argues that motorcycles must be as quiet as cars. This is not just a false assumption but a stupid one. *Motorcycles are not cars.* Bikes are simple, efficient, open machines. Most autos have water cooling by engineering necessity. Four-stroke street bikes do not need water cooling. EPA by their noise reg is forcing this unnatural device onto motorcycles.

If you think bikes are bad now, EPA intends to make them worse and worse with each passing year. I've heard the custom biker say, "Hey man, they can build em any way they want, I'll fix em the way I want!" Sorry bro, in a few years the parts won't be for sale, your local shop can be fined $10,000 for selling parts not approved. You, upon being reported by your friendly neighbor, will be fined.

Sure, right now you can still modify, you just can't get a decent new bike anymore. But if EPA isn't shot down dead on the new proposed regs, in seven years you won't be able to do one thing with a new bike but leave it dead stock.

Read the EPA document titled "Proposed Motorcycle Noise Emission Regulation, Draft, Environmental & Inflationary Impact Statement", EPA 550/9/77/202, Nov. 77, EPA Office of Noise Abatement, Wash. DC, 20460. Write for a "free " copy (you've already paid for it with taxes.)

How to take action

Can anything be done about this bureaucrap? Yes. The path is through Congress and here is a plan. Bikers must:

1. Find U.S. reps and Senators to introduce a few lines into a larger EPA bill that will force EPA to back off from the 78 dB(A) ultimate level to a reasonable test limit of 83 dB(A) at normal city speed and maneuvering. The argument is that 80% of the good EPA claims for 78 is accomplished at 10% of the cost!

2. The bill must specify that EPA is forbidden to force regs onto the states by any threat of withholding or granting money. Granting money to states who do their bidding is the same as withholding money from those who don't.

3. When the bill is in Committee, start a hard letter writing campaign to put thousands of letters in the laps of the Committee members as well as your own congressmen.

4. Arrange for an all day hearing with thousands of bikers in Washington. Big party time. Hit 'em hard with well prepared presentations. Stress the adverse economic effects. Stress that EPA was only mandated to regulate for public health and welfare, not "annoyance." Keep on the pressure until our part of the bill is law.

Please let us hear from every organization that will commit themselves in this fight that in the real sense, is a fight to keep bikes. If we don't fight, or if we fail, the bureaucrats will have made a big step in accomplishing their aim to get bikes off the street! ●

Protection Racket

To have some understanding of what this article is about, say the biker's party greeting, "Eeyuuhh!," out loud in a normal tone of voice. The sound that you just made registers about 80 decibels on the A scale.

Motorcycle noise regulations

EPA answers back

Why is the Environmental Protection Agency concerned about motorcycle noise? Isn't it just an annoyance — not a threat to public health requiring federal regulation?

EPA is required by law to promote an environment free from noise which would endanger the public health and welfare. "Heath and welfare" means personal comfort and well-being and the absence of disturbances and annoyance, as well as the absence of physiological harm such as hearing loss. Each day millions of Americans are exposed to annoying motorcycle noise that interrupts their activities, conversations, and sleep.

Why is EPA trying to regulate new motorcycles? They are already quieter than they were.

It's true that manufacturers have been building quieter motorcycles. But if motorcycles are not quieted further they will soon be the noisiest type of vehicle on the road. This is because other noise-makers such as trucks and buses will become noticeably quieter in the coming years due to federal noise standards like this proposed one.

Everybody knows that modified motorcycles cause most of the complaints. Why do new bikes require regulation?

Modified motorcycles are the most obvious source of annoying noise, but unmodified bikes are also a problem. A great majority of street motorcycles are unmodified. They are usually operated in and around suburbs and residential areas where background noise is low. Noise from individual motorcycles can be a considerable annoyance to the residents of such places. By requiring lower noise levels for new bikes, both street and off-road, EPA is working to reduce this problem.

What does EPA plan to do about modified motorcycles?

Three provisions in the proposed regulation are meant to work together to reduce modifications: 1) A new replacement exhaust that is designed for a regulated motorcycle model can not make that motorcycle louder than its standard allows. 2) Each replacement exhaust system must carry a label listing every

motorcycle model on which that exhaust can be installed. 3) Tampering with a regulated motorcycle or exhaust system so that it is louder than its standard allows will be illegal.

Aftermarket exhaust systems don't have to be as quiet as stock systems if the original equipment was quieter than it had to be.

What effect will quieting have on motorcycle performance and fuel economy?

Quieted motorcycles will be heavier and more complex than those of today. This may result in less power and fuel economy for some. The increase in fuel consumption due to the proposed standards should be only three to four gallons per motorcycle per year.

What are these changes going to cost the motorcyclist?

The costs of applying quieting techniques vary depending on the type and size of the motorcycle. Conservative (high) estimates of the price increase the consumer can expect to pay as a result of these regulations is seven to ten percent. It should be noted that these estimates are based on changes that could be made to existing models. As new models are introduced over the next ten years, the purchase price increase due to noise control can be expected to be lower than the figures quoted here.

Can all of the manufacturers meet these proposed standards? What about Harley-Davidson and the Europeans?

EPA feels that no current manufacturer could not meet the proposed standards if they commit their resources to the development of new designs and they have enough time to bring these designs into production. There is no question that these standards are achievable by the four largest manufacturers. Harley-Davidson is one of a group of manufacturers that, because of their smaller sales base, may have trouble meeting the standards within the time period proposed. In recognition of this fact, the Agency intends to re-examine manufacturer problems with the proposed schedule in preparing the final rule. Some European firms may drop out of the U.S. market, not because they are unable to comply with these standards, but because their limited U.S. sales would not justify the increased expense of compliance in the absence of similar European regulations.

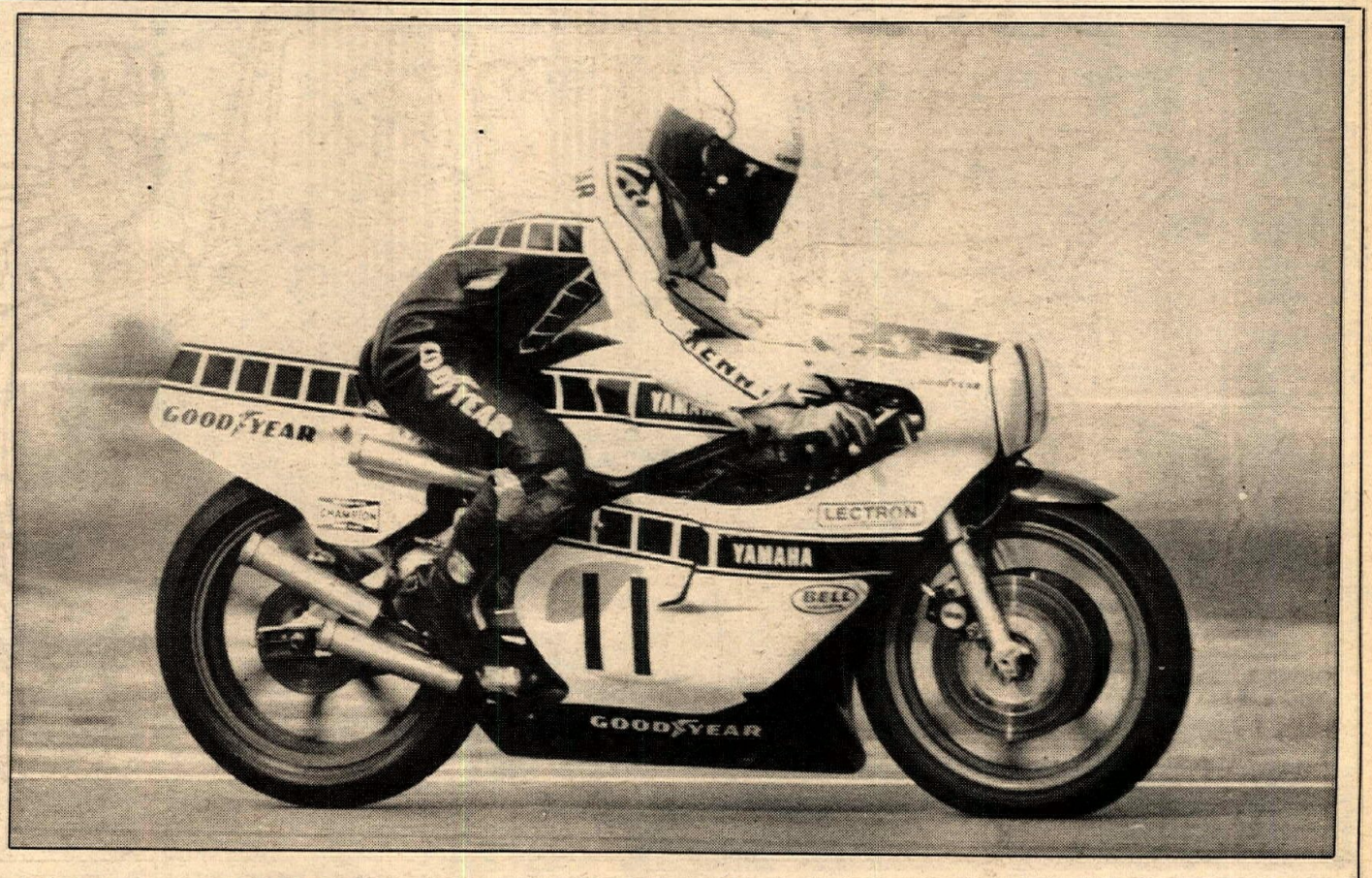
It should be noted that Harley-Davidson, like BMW and Moto-Guzzi, has a traditional, unique engine design that depends on two large cylinders. These models have easily identifiable styling and exhaust notes. Although these firms are expected to be able to comply with the regulation, it is not clear whether they can retain their current engine design concepts.

How will these proposed regulations affect aftermarket muffler manufacturers?

The proposed regulations will have a significant impact on aftermarket manufacturers. These companies sell exhaust systems that feature performance, styling, low cost —

(Continued to page 29)

Kenny Roberts wins Italian Grand Prix road race.



Kenny Roberts challenges the world on Goodyear racing tires.

Kenny Roberts riding his Yamaha YZR500 equipped with Goodyear racing tires, has won the Italian 500 GP. It's another chapter in the 1978 Goodyear world challenge.

Goodyear motorcycle tires have helped Kenny win just about every dirt track and road racing title the U.S.A. has to offer. So, this year Kenny is traveling the world taking on the world's best riders and road courses. And, wherever Kenny races, Goodyear will be there.

Goodyear engineers will be there testing, working and learning about how Goodyear racing tires stand up in Grand Prix motorcycle racing. Later, these same engineers will put their experience to use in building championship quality into the tires you can buy for your motorcycle.

World Challenge Scoreboard

Daytona 200	750cc	1st place
Venezuelan GP	250cc	1st place
Brands Hatch F750	750cc	1st place
Austrian GP	500cc	1st place
French GP	500cc	1st place
Italian GP	500cc	1st place

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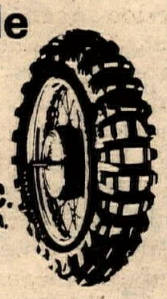

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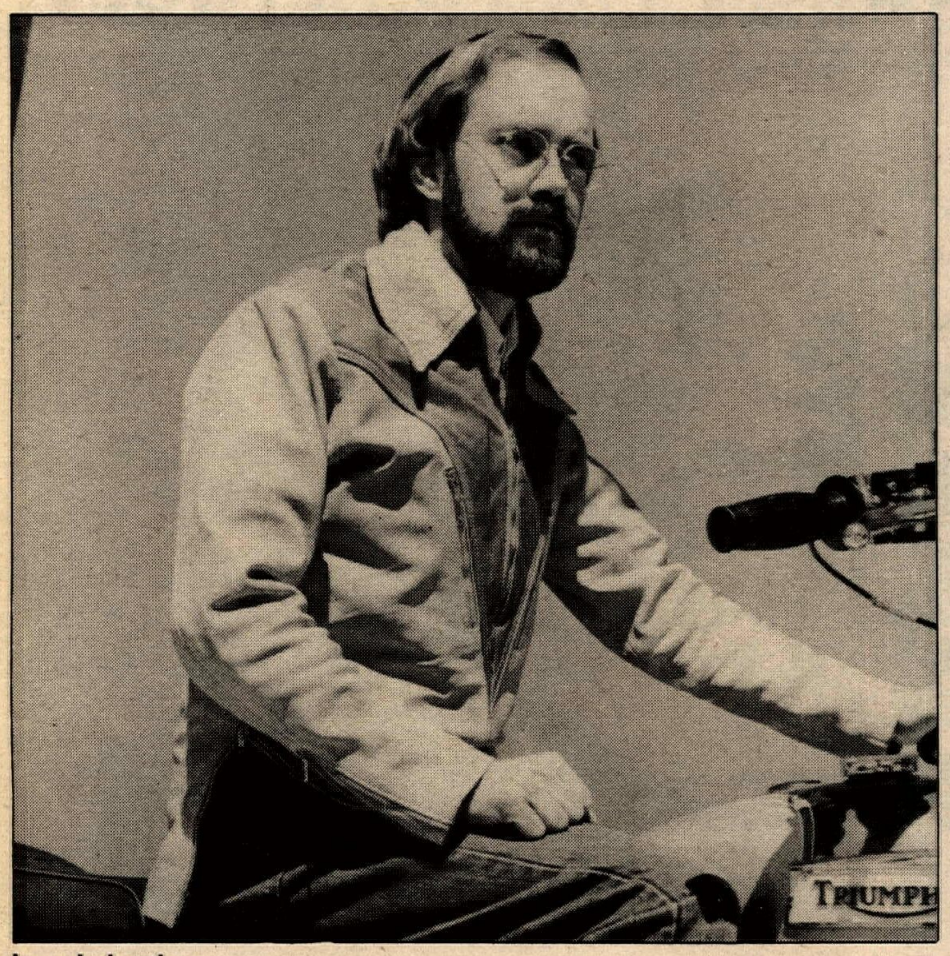
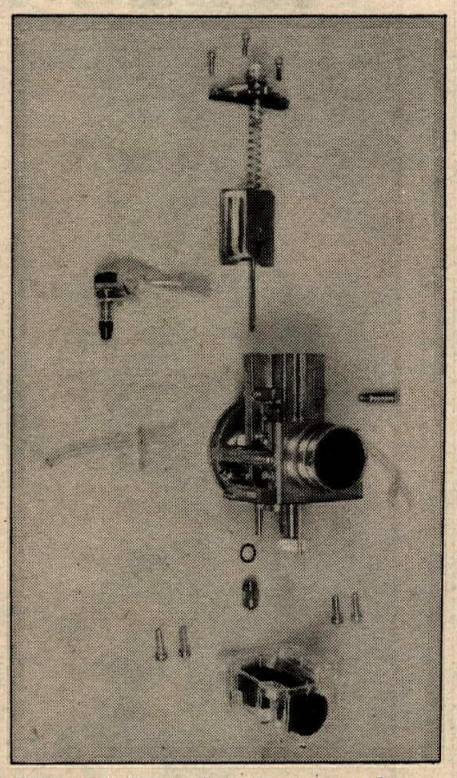


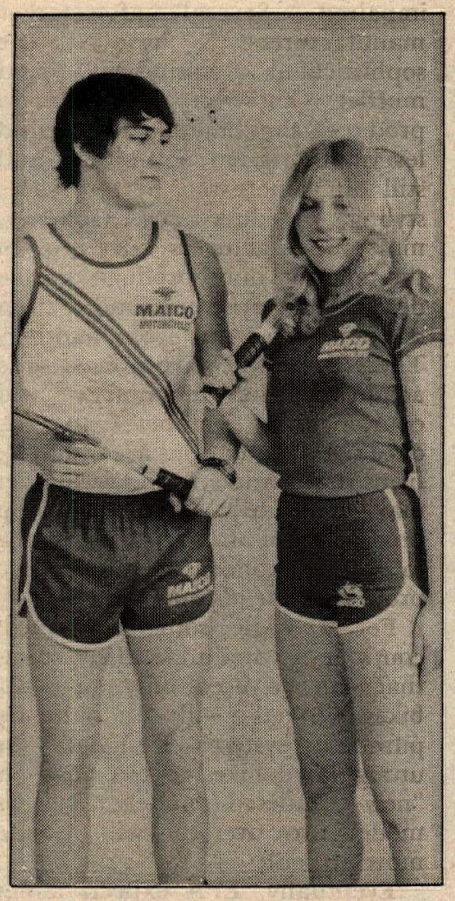
Lovely leather

If it's true that clothes make the man, then this leather pull-over riding jacket by Drag Specialties will make you the sharpest dude on two wheels. Among the many features of the jacket are a full lining (including the sleeves), a zippered front opening and slash pockets plus a pair of zippers which allow extra movement when riding. There are also snaps under the collar points to keep them from flapping when you're out getting the gas on. Perhaps the nicest feature of the jacket is the feel of it - the way the super soft leather fits like a well made glove. The jacket, with a suggested retail price of $129, is available in black or wheat (tan) through Drag Specialties dealers. For more information contact DS at Dept. CN, P.O. Box 9336, Minneapolis, Minn. 55440.



New high-performance carb

For those looking to cram more air/gas mixture down the throat of the inlet tract of your favorite four-stroke engine, Lectron Fuel Systems, Inc., has the answer with their new four-stroke racing or high-performance carburetor, available in 36, 38 and 36mm straight bore configurations. Recommended for off-road or racing applications, the 36 and 38mm carbs fit the Yamaha TT500 and the Honda XL350 and 410, while the 36mm straight bore fits the Harley-Davidson XR750. Contact Sparky Edmonston at Lectron Tec-Center, Dept. CN, 25702 Vista Fairways, Valencia, CA 91355, 805/255-6474.

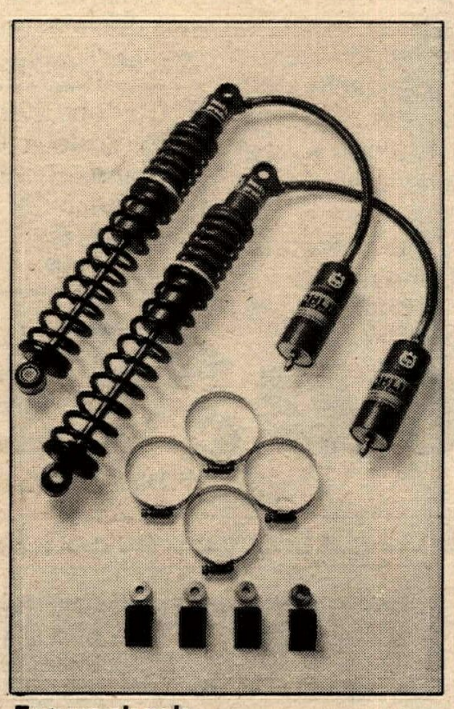


Maico exercise clothing

Most serious riders stay in shape off the track by running, weight-lifting, tennis, etc. For those serious competitors, as well as the rest of us who play around for fun, Maico has introduced uni-sex clothing. If you're interested in this see your dealer, or if you want to look at all of Maico's trick clothing and accessories, send 50¢ for their new catalogue to Maico, Dept. 11, 109 Electric Ave., Lewistown, PA 17044.

No more tickets

The Interstate Cycle Scout, the first radar detector designed especially for bikes, has been introduced by Interstate Electronics. It's about time, especially in the day and age of 150 mph superbikes. The Cycle Scout mounts on handlebars, is completely waterproof, and emits a 90-decibel warning in the presence of Smokey taking pictures. Additional features include vibration resistance, elimination of ignition interference and quick detachment. Deliveries will begin in May to distributors who sell the Interstate Electronics Conboy Scut and Secret Socut radar detectors.



Future shock

Ohlins (pronounced "Oh-leans") gas shocks, highly regarded by many of the world's top GP motocrossers, are now for sale to budding Weils, Burlesons and Maischs at the neighborhood Husky shop. The handbuilt Swedish shocks are available now in motocross and cross-country damping for CR Huskys and KTMs, and motocross damping for Maicos and Suzukis. Models will be available soon for OR Huskys, CR250R Honda, MX-4 Can-Ams, KX250 Kawasaki and Bultacos. For more information contact Joe Stillman, Husqvarna Motorcycle Co., Inc., Dept. CN, 4925 Mercury St., San Diego, CA 92111, 714/565-1414.

Pop's jacket

And then there was the day Margot got caught in Pop's jacket. Far from embarrassed, she explained that the Pop Yoshimura jacket is finished with the popular silver polyurethane-coated nylon and features slash pockets, snap pockets and a nylon zipper. It comes in men's small and large sizes and sells for $39.95. Contact Yoshimura Speed Center, 1958 Placentia, Costa Mesa, CA, 714/642-7094.

Emergency

(Continued from page 27.)

and often noise as well. With the advent of noise control regulations, each of these selling points will be impaired. Several aftermarket manufacturers have the sophisticated equipment and muffler know-how to design products that match the sound levels of original equipment and still offer increased performance, styling, or reduced cost. However, most manufacturers currently in the market only produce simple designs that are very similar from one manufacturer to another. These firms will have a hard time acquiring the technology and equipment to compete. Indeed, once these regulations are in effect, firms that could stay in the market may voluntarily choose to stop production of aftermarket exhausts in order to concentrate on a more profitable line of products.

For a while some firms will continue to manufacture systems that can be used only on older bikes. Bikers will undoubtedly purchase systems designed for unregulated bikes to put on their "new," quieted models. But as models turn over this will become more difficult.

Eventually, EPA expects a net shrinkage in aftermarket sales, with many firms going out of the business and a few holding even or gaining volume.

How will state and local governments be involved in these regulations?

Federal regulations will pre-empt all state and local noise standards that apply to the sale of new motorcycles and new replacement exhaust systems.

Local authorities, on the other hand, have the power to establish and enforce in-use standards for motorcycle noise. Local in-use programs that contain tampering and muffler laws are considered important in maximizing the benefits of EPA's new-product standards. The Agency is working to promote the adoption and enforcement of effective noise control programs in states and communities that do not yet have one.

How can bikers express their views on this proposed rule?

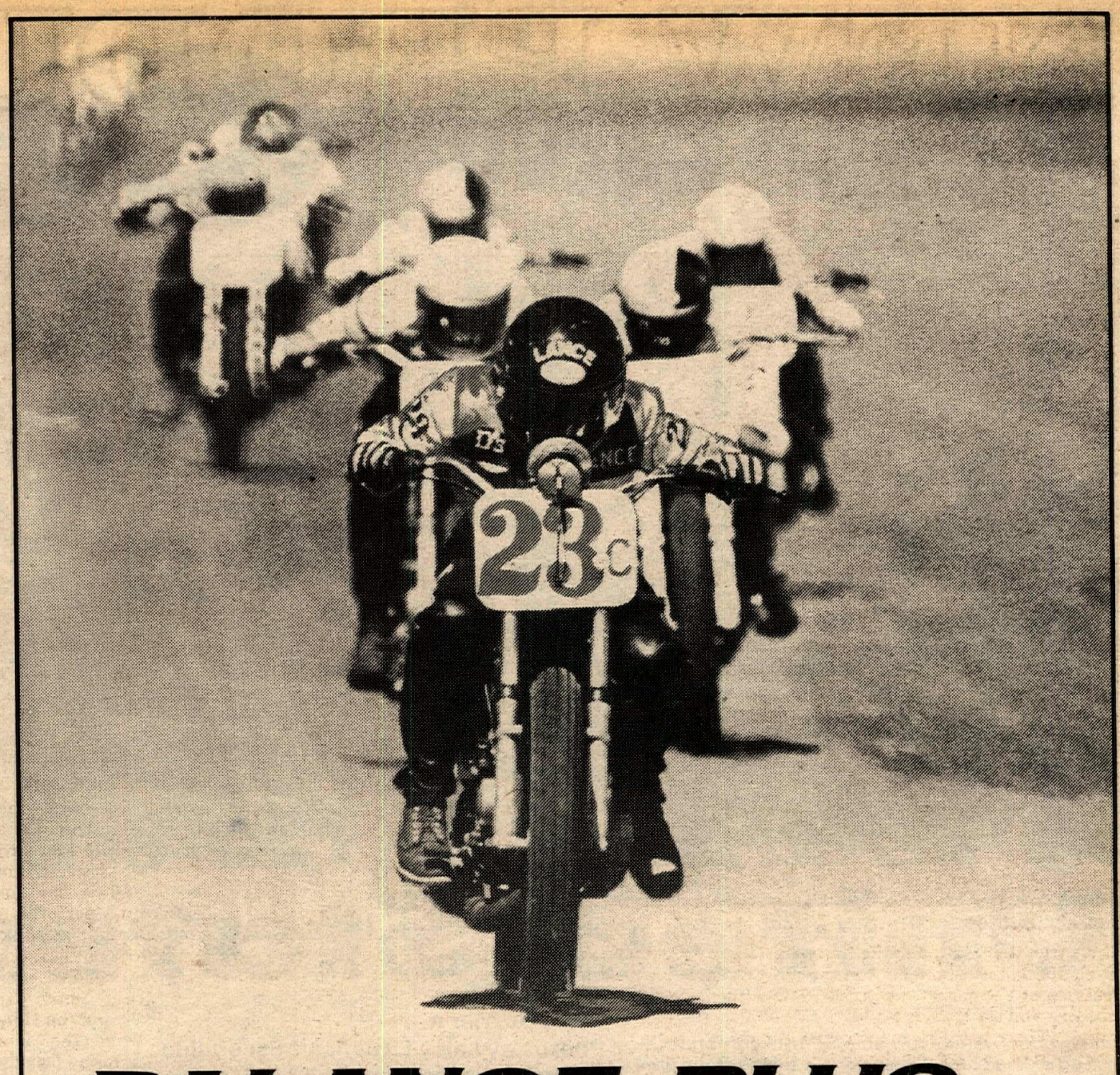
Anyone interested can write directly to EPA. As soon as the regulations are published, a 90-day public comment period will begin; during that time any person, group, or organization may submit comments and opinions on the proposal. All submissions will become part of the official record. Comments should be sent to the following address:

Director
Standards and Regulations
Division (AW-490)
Attention: ONAC 77-10
(Motorcycles)
U.S. Environmental Protection
Agency
Washington, D.C. 20460

or, simply address your letters to:

Motorcycle Noise (AW-490)
EPA
Washington, D.C. 20460

Comments are due by June 16, 1978. ●



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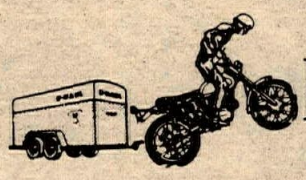

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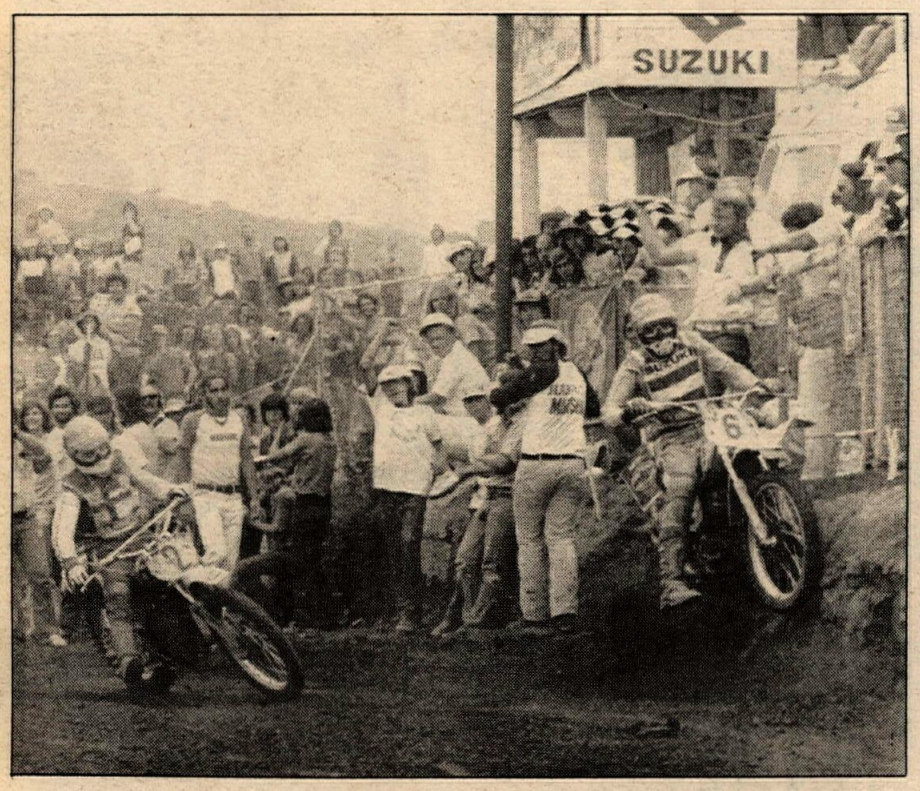
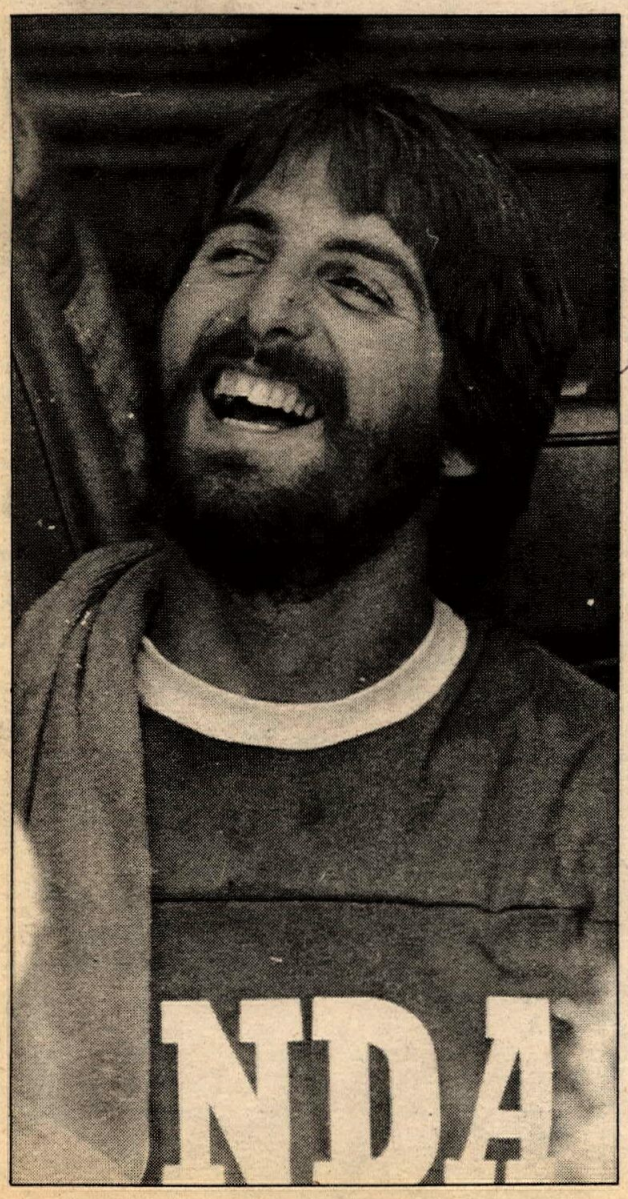
PREVIEW

Carls



United States 500

Brad Lackey, America's sole GP title contender, will be trying to beat the world's best — four-time USGP winner Gerrit Wolsink (6) and 500cc World Champion Heikki Mikkola (2) — shown in the 1974 USGP finish line sequence above.



By Suzie Mann
Photos by Larry Littlefield/ Escondido Times-Advocate and Charles Morey

At 3:45 p.m. on Sunday, June 24, 1973 the checkered flag came out for Team Maico's Willi Bauer, winner of the first-ever, points-paying World Championship MX Grand Prix to be held on American soil.

This historic event (to all those concerned with motocross racing) had been in the planning and trial stages since the end of 1970 when the two principals of Trippe, Cox Associates, Englishmen Gavin Trippe and Bruce Cox decided to promote and stage a World Championship motocross race. Trippe and Cox, former motorcycle journalists in Europe, came to the States and established a weekly motorcycle newspaper in the spring of 1969. They then branched off into promotion by running the weekly flattrack show at the famous Ascot half mile in Gardena, California. Though they have promoted other races, the USGP is the most prestigeous. Though it has grown, the large amount of work in organizing this race is still done by Trippe, Cox and Gerard McCaffrey who joined them in 1971.

Motocross was still a fledgling sport in those days; America's largest and most powerful sanctioning body, the American Motorcycle (now *Motorcyclist)* Association didn't really acknowledge its existence until 1970 when they created the Trans-AMA series.

The forerunner of the USGP at Carlsbad, California was part of that original Trans-AMA series, and was a 250cc event won by the legendary Joel Robert on a Suzuki. Gary Bailey, riding a Bultaco, was the highest placing American in that race, ninth overall.

The sport of motocross grew literally by leaps and bounds over the next two years, though we were still dependent on the European stars to draw the really big crowds, make the racing more exciting and continue to teach the American riders all the subtleties of going really quickly on a motocross course.

In 1971, Trippe and Cox applied (through the AMA) to the Federation Internationale Motorcycliste, which controls the sanctions of international motorcycle races throughout the world, for World Championship status for the Carlsbad race. It was granted pending the fulfillment of running an approved (by several FIM observers) international 500cc motocross race for the mandatory two consecutive years prior to the first full points-paying Grand Prix race. Carlsbad remained part of the International Trans-AMA series for 1971 and 1972 as it moved towards that goal.

The 1971 race was won by Suzuki team rider Sylvain Geboers of Belgium. It was the first race in the Trans-AMA series that year, and Geboers went on to dominate that series. The Trans-AMA was also used to determine our own 500cc National Champion in 1971, and though no American rider placed in the top 10 of the final 1971 Trans-AMA standings, the battle was a close one between CZ-mounted Brad Lackey, the somewhat wild rising star of American motocross, and Husqvarna's somewhat steadier young lion, Mark Blackwell.

Lackey posted the best American finish, an unprecedented fourth place overall in the Carlsbad race. That overall placing was equalled two weeks later by Blackwell in Elkhorn, Wisconsin; the Husky rider then went on to take the 500cc American Championship over Lackey by the narrowest of margins — one point — at the end of the series.

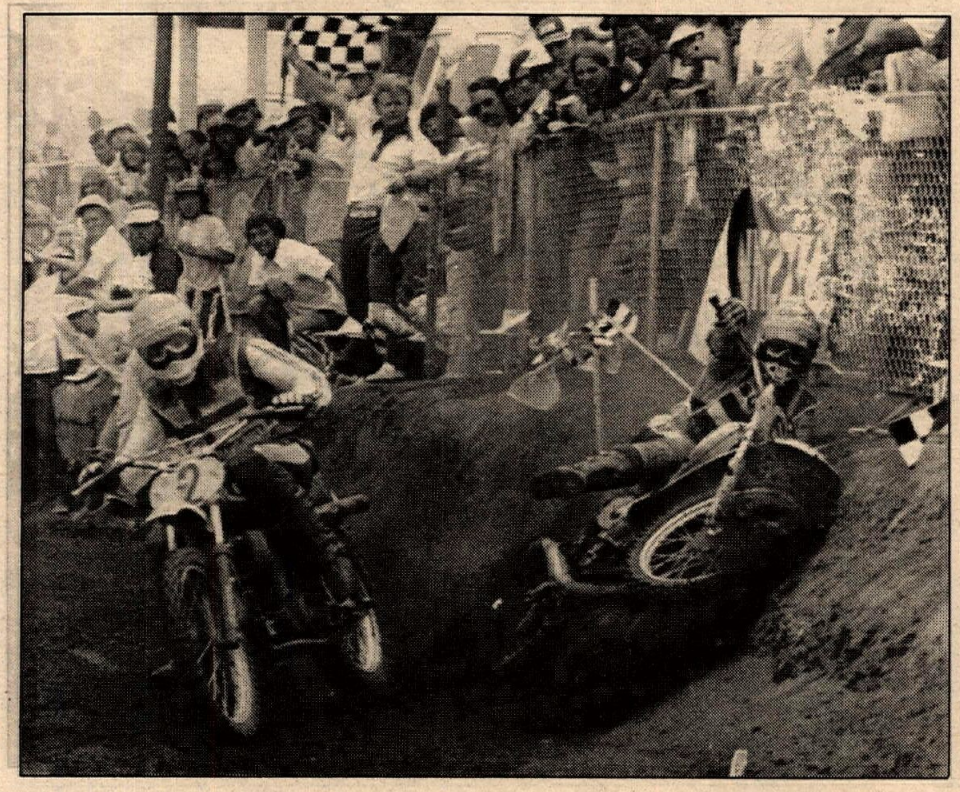
By 1972, American motocross was really booming; we had our own series of races to determine 500cc and 250cc National champions. The U.S. 500cc National Motocross Champion for 1972 was Brad Lackey who dominated the class completely for the year. Lackey scored nearly two and a half times as many points as his closest competitor, Yamaha rider Gary Jones who dominated the 250cc class standings from 1971 through 1974.

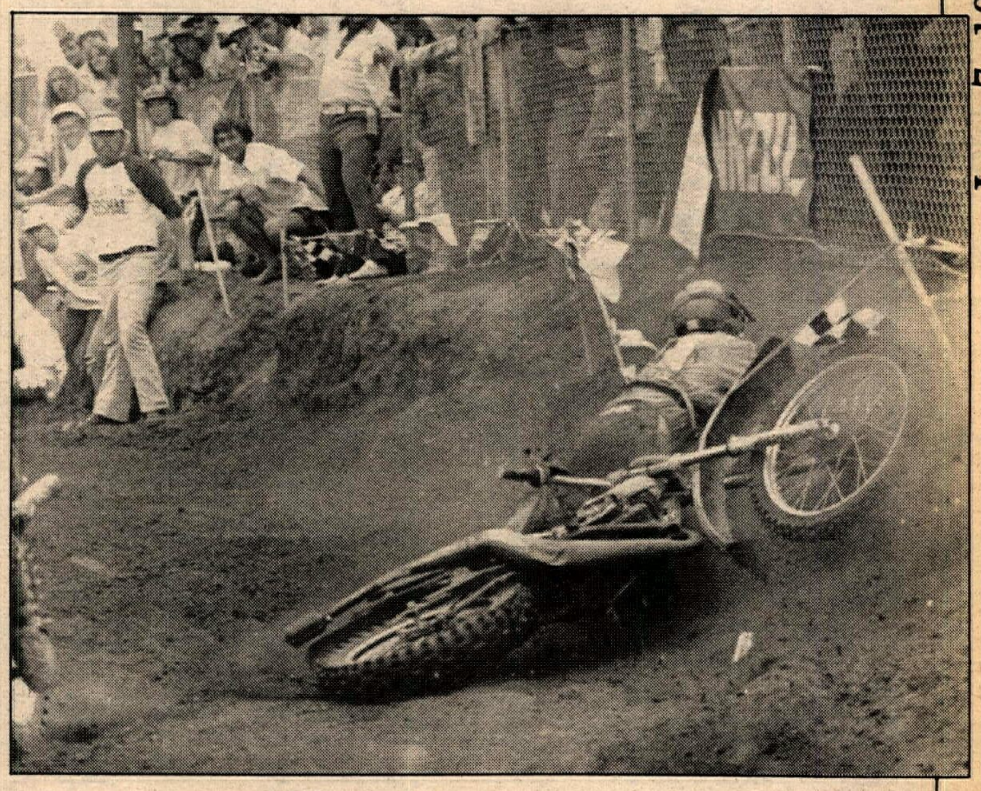
Team Maico rider Ake Jonsson won the Carlsbad race in 1972. Carlsbad was the seventh event in the 11 race Trans-AMA series that year and the fifth straight victory for Jonsson who continued on to win the Trans-AMA series with an unprecedented nine straight victories.

Brad Lackey again took best American honors at Carlsbad in 1972 with a sixth overall. He was also the best American at seven other Trans-AMA races and was the only American rider to break into the top 10 in the series point standings. Lackey had switched to Kawasaki at the end of the U.S. National series and rode the "mean, green machine" to sixth overall behind Jonsson. reigning 500cc World Champion Roger DeCoster, Heikki Mikkola, Hans Maisch and Arne Kring.

Anticipation was high among the estimated over 40,000 spectators at Carlsbad on June 24, 1973; they came to see riders from 11 different nations battle for the honor of winning the first Hang Ten U.S.

sbad





cc MX Grand Prix

Motocross Grand Prix. Many were hopeful of seeing an American rider out front in this most prestigeous race, but many of the realistic observers of world championship competition felt that most of the spectators would be amazed to see how fast the European riders really were when there was something more important to them than money at stake: World Championship points. American motocrossers were getting better every year, but they were not yet fast enough to challenge the Europeans when it got down to some serious racing. The points at stake make the difference.

The spectators were certainly not disappointed as Willi Bauer, Roger DeCoster and John Banks fought it out in the first moto before finishing in that order.

The battle for the 500cc World Championship in 1973 was between two riders, challenger Willi Bauer and the current and two-time champ Roger DeCoster. Of the Europeans, DeCoster was, and still is, the most popular with the U.S. spectators; he was known and liked by many who had watched him race in the Trans-AMA series for the past two years.

After the first moto, the stage was set for a confrontation between these two in particular, but unfortunately DeCoster broke a rear shock and was forced to retire in the first half of the race. Bauer went on to win the second moto and the race overall ahead of Yamaha's Jaak Van Velthoven and British BSA rider John Banks. Van Velthoven and Banks tied on points but the Yamaha rider, who finished third to Bank's fourth in the second moto, had a total time for both races that was 15 seconds faster than Banks and snatched second overall.

Brad Lackey was the best American with a 10th in the first moto and a sixth in the second to claim eighth overall, his best finish to that time in the 500cc World Championship competition which he was contesting for the first time in 1973.

Despite his bad luck in the second moto at Carlsbad, DeCoster continued his string of consecutive World Championships at the end of the year. It was, however, a close race to the end; Bauer only lost by a mere two points. Bauer's win at Carlsbad had carried him from 22 points behind DeCoster to just four points behind. Lackey ended up 13th in the final standings of the year, an excellent first year effort on the only Kawasaki in 500cc World Championship competition.

Gerrit Wolsink made the switch to Suzuki in 1974 and began his four year domination of the USGP. Wolsink didn't start off the race at Carlsbad in 1974 by setting the world on fire, however. That honor went to Brad Lackey who had also switched brands, to Husqvarna, and was making his presence felt on the championship trail. Lackey topped the qualifying times at Carlsbad by 1/10th of a second over Heikki Mikkola, who was leading the championship points battle when the "circus" came to California. American hopes were high; maybe this was the year we could see an American win the USGP.

Gary Semics, another young American rider on a Husqvarna, led the pack out of the first turn and held the lead for the first six laps before being passed by Wolsink. Semics gradually dropped back to finish 11th while Lackey slowly worked his way up to again finish First American in fifth spot.

Wolsink was pressured in the early laps by John Banks, riding a CCM, until Banks dropped out with heat exhaustion brought on partially by a virus infection. In the last half of the moto DeCoster closed on Wolsink, passed him with 10 minutes to go in the 45-minute moto and smoothly pulled away to a 17th second lead.

In the second moto, Wolsink had the lead and DeCoster was in second while Mikkola worked his way through the pack from the start into third. Everyone expected DeCoster to make a move and go on to win the second USGP, but he was hampered by some minor problems and dropped to third.

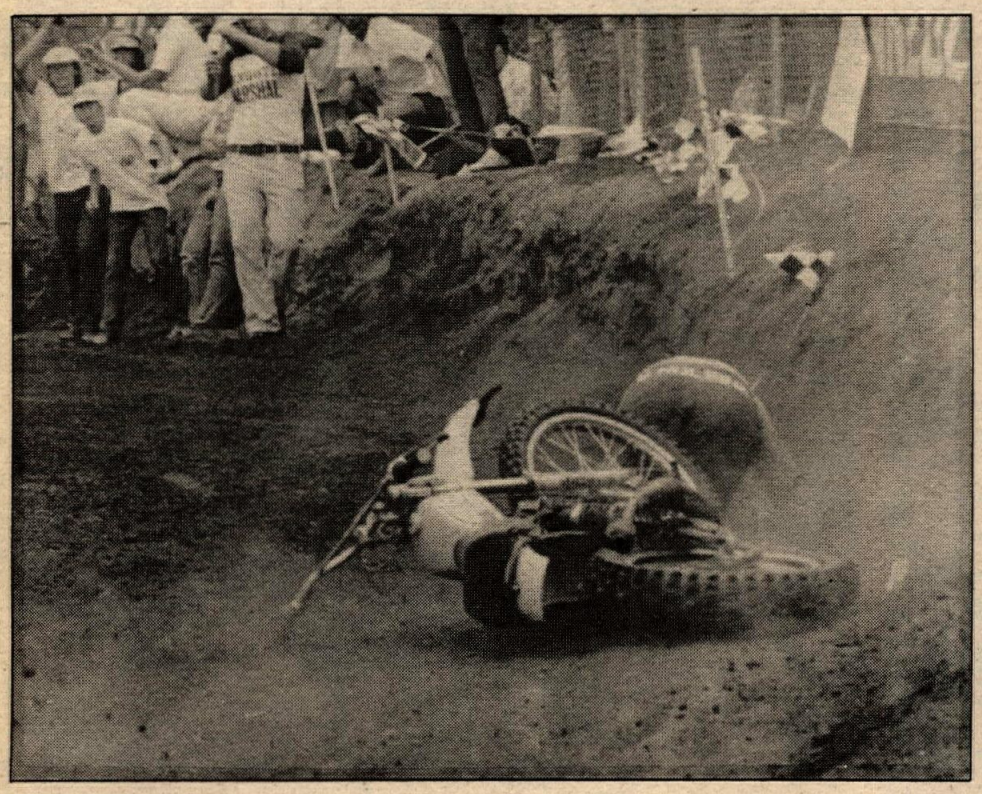
Mikkola got on the gas hard and was right on Wolsink's tail for the last few laps of the race which resulted in the most spectacular finish to date at the Grand Prix. Wolsink charging hard for the checkered flag out of the last corner hit a bump, ran up the side of the bank at the finish line and crashed just as Mikkola swept by for second.

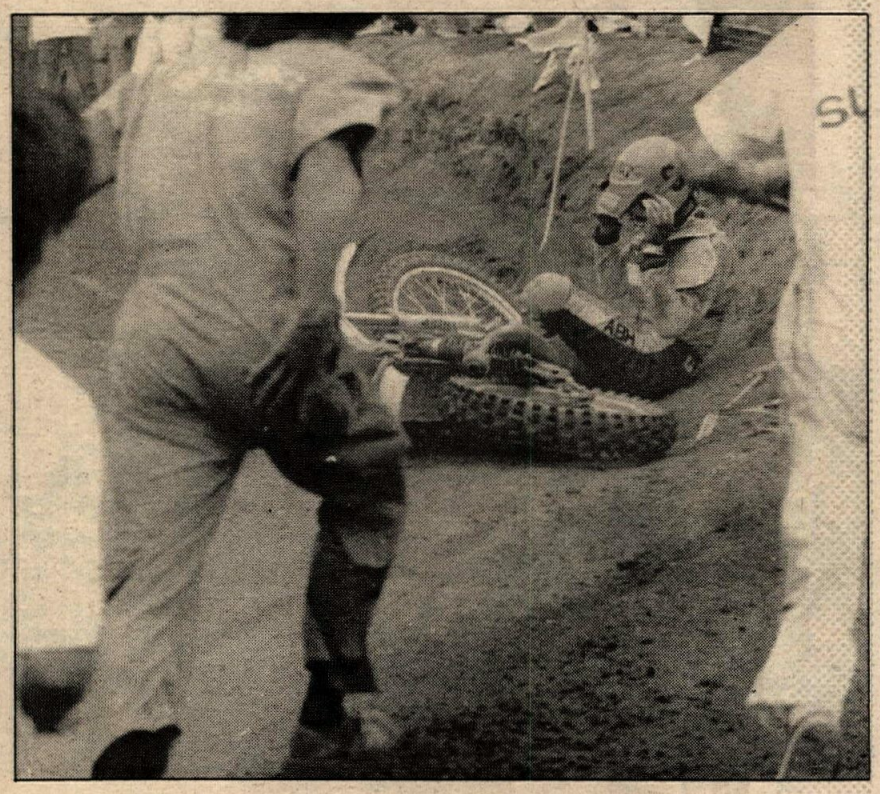
DeCoster finished a disappointed third in the moto for second overall behind Wolsink. Mikkola was third overall. Lackey had wheel problems on the hard-packed course, didn't finish the second moto and ended up seventh overall. Jim Weinert took eighth overall with a 10th in the first moto and a seventh in the second, but top American honors for the '74 GP went to Yamaha's Pierre Karsmakers in his second year of living in the U.S. after moving here from Holland. Karsmakers had a sixth and a fourth to claim fifth overall.

A battle for the World Championship title was raging between Heikki Mikkola and Roger DeCoster as the participants flew to California for the 1975 round of the USGP. Mikkola had stopped DeCoster's string of Championships in 1974 by grabbing the title, and DeCoster wasn't about to let him keep it more than

Former 500cc World Champion Roger DeCoster — a crowd favorite anywhere on earth as demonstrated by this swarm of autograph seekers — presently holds third in the series point standings.

Carlsbad





one year. Mikkola led the point standings going into Carlsbad, a race that could be critical to the title. Some people were beginning to think that despite the fact when everything was working right, DeCoster was undoubtably the fastest man on the track that he would have good enough luck to win the overall at Carlsbad.

Again, the biggest hope for an American win was Brad Lackey who was continuing to improve every year and was in sixth spot in the point standings going into Carlsbad. He was not the only American hope in 1975, however; several American riders were now forces to be reckoned with by the European riders, particularly on their home ground.

Roger DeCoster won the first moto ahead of Brad Lackey, Gerrit Wolsink and surprising Rex Staten, who led for the first two thirds of the race and was hanging in for second after a motor mount broke causing the engine to vibrate. Staten killed the engine on the final lap, losing two positions in the process to finish fourth.

The hopes for an American win at last were squashed in the second moto when Lackey's Husqvarna broke causing his retirement. Mechanical gremlins also got to DeCoster, and the best he could finish in the second moto wass ninth!

Gerrit Wolsink moved up to take the win in the moto and overall for the second year in a row. Again, Wolsink had not been that strongly rated at the beginning of the race; he was racing with an inflamed eye caused by dirt getting under the Dutch dentist's contact lenses at the French GP a week before.

Tony DiStefano, 250cc U.S. Champ, took third in the second moto ahead of Mikkola. Mikkola had a bad start in the first race and could only climb to eighth. Overall, it was Wolsink, DeCoster, Karsmakers and Mikkola with Jim Weinert in fifth spot overall heading a solid group of American riders who occupied the positions from fifth to 15th overall! American motocross had come a long way indeed in five years. The points he earned at the USGP brought DeCoster up to tie for the points lead with Mikkola. He then went on to claim his fourth world title at the end of the season.

In 1976, Gerrit Wolsink kept his Hang Ten U.S. Motocross Grand Prix win streak going with his third consecutive victory at Carlsbad. The points he earned also kept alive his hope of taking the 500cc World Championship title. He was virtually untouchable that year, winning both motos by wide margins and leading all but one lap of the day.

"I had a perfect day. I didn't make any mistakes. It was just one of those days when nothing goes wrong," he said after the race.

The opposite was true for DeCoster, who had looked set to win during the three previous years. He was never in the hunt as a broken footpeg cause his retirement on the fifth lap of the first moto. He got a bad start in the second moto and finally retired with a hopelessly kinked front brake cable.

Brad Lackey brightened everyone's day by finishing second overall. He took third in the second moto and overcame a hard crash (which also involved DiStefano on the second lap of the first moto) to finish seventh in the first moto. Pierre Karsmakers, on a Honda, ended up third overall for the day.

Wolsink's incredible run of luck continued at the 1977 Carlsbad race. The points system was changed; now all of the motos count toward championship at the end of the year. In the beginning of the World Motocross Championship, each moto was scored on the Olympic system, (one point for first, two for second, etc.) and the rider with the lowest total who also finished both motos was the overall winner. GP points were paid accordingly. The GP points pay only the top 10 riders on a scale of 15, 12, 10, 8, 6, 5, 4, 3, 2, 1.

Then, several years ago, many riders objected, stating that too many things could go wrong in one of the races and even though a rider finished well in one race, he gained no points for his effort. So, the FIM ruled that all the motos would pay points for the daily finish, but only half plus one of the races run for the year would count for the championship.

Each country set up their own supplementary rules for deciding an overall winner, based on several FIM-approved methods. Most of the time this practice doesn't present too many problems. Either the Olympic points system or the GP points system is used to score the races. Time is used to break ties, or sometimes the best finish in the final moto of the day.

At the USGP in 1977, the Olympic system was used to determine the official overall but the secondary system (used only in case of a tie) was the total number of laps completed by both riders. If *still* tied, then a total of the times for both motos was used for the decision.

As luck would have it, there was a tie for the win between Gerrit Wolsink and Heikki Mikkola. Wolsink had a third and a second in the two motos while Mikkola had a fourth and a first. Many people left the track believing that Mikkola had won the race. He *had* scored more GP points (by one) than Wolsink and was thinking that, based on his win in the final moto, he was the overall winner. But Wolsink was declared the official winner by 15 seconds over Mikkola.

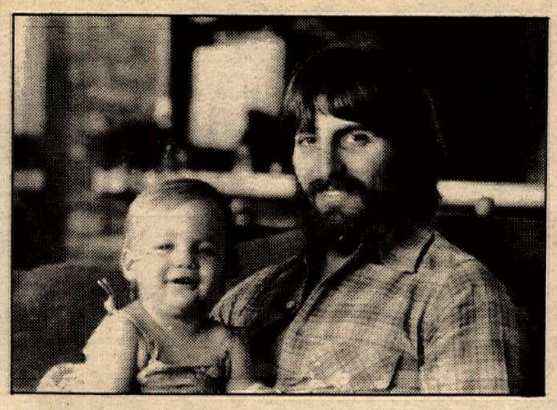
The first moto went to Team Honda's Jim Pomeroy, who pulled out a strong lead and held off Roger DeCoster to take the win! But Pomeroy got involved in a first turn crash in the second moto and retired. Honda teammate Brad Lackey (7-4) was third overall.

DeCoster finished runner-up in the first moto and was running second in the final moto right on leader Brad Lackey's tail at just over halfway through the race. There was no doubt in anyone's mind concerning the outcome of that battle. Then suddenly Lackey crashed at the bottom of one of the short steep downhills, and DeCoster, left with no place to go, ran right into Lackey's bike! DeCoster got up and rolling first, but the forks on his Suzuki were bent. He retired after one more lap. His bad luck at the Carlsbad track is an incredible as Wolsink's good luck, and many people now speak openly about "DeCoster's Carlsbad Jinx" in much the same way.

Interestingly enough, for the same years — '73 through '77 — they spoke of Ken Roberts' Daytona Jinx. Since 1978 was the year Kenny finally won Daytona, perhaps it will also be the year that Roger DeCoster finally wins Carlsbad! That feat might not be as easy as Roberts' win at Daytona, however. Though DeCoster is still rated by many as the best 500cc motocross racer in the world, 1978 is the first year that he is not figured to be one of the top two riders (at least) with a chance to win the World Championship, but rather as more of a third bet behind Mikkola and Lackey.

Partisan as the U.S. spectators certainly are, if there is anything more of them want to see — even above a win by DeCoster to break his jinx — it is a win by Brad Lackey who has finally come into his own on the 500cc World Championship circuit. Certainly you can't count out the strong Finn, Heikki Mikkola, who likes to win any race but would also like to make up for last year's overall second placing he was given. Then too, you really can't count out the Dutch tooth doctor Gerrit Wolsink, who would as soon win his fifth USGP in a row as walk on water.

The only thing you can count on when the flag falls June 4 at Carlsbad for the sixth running of the USGP, now called the Bel-Ray USGP of Motocross, is that it will be one hell of an exciting race. ●



Bad Brad gets mad...
or, why his time has finally come

By John Huetter
Photos by Dave Hawkins, Charles Morey and Huetter

Seven long seasons have passed since Brad Lackey competed in his first World Championship Grand Prix. He finished 12th on a 250cc CZ though I don't believe he was scored correctly; part of Brad's frustration is that he hasn't seen much improvement in how he's been scored in International events since then, no matter how he finishes.

He's put together seven years of GP experience going from CZ to Kawasaki to Husqvarna to Honda. The problem of riding in World Championship rounds has been complex. Which company would support an American in Grand Prix competition? Who could afford Brad? Who could tolerate him, and who could he tolerate? He is an independent — an original who is not the classically perfect factory rider. Yet he was consistently the best in any motocross environment contested by an American. He provided good value to his sponsors because he was Lackey, the 16-year-old wunderkind and U.S. National Champ who has matured into the prime contender to become the youngest 500cc MX World Champion in the history of the sport.

In Europe, they called him "The Indian" during those first couple seasons. Brad's shoulder length brown hair, aquiline profile, and beads with wife Lori's name worked into them were given as the reason, but there was more to it. His casual, laid-back, California style that never even got close to being Continental was as foreign to most people on the Grand Prix circuit as if he had jumped the reservation in full war paint. God knows it wasn't easy.

There were months spent in rented houses in Belgium and thousands upon thousands of kilometers driving to still another country where he didn't speak the language. Brad is basically the Berkeley-bred, Northern California go-fast social radical whose outrageous skill propelled him into the world of World Championship racing. Skill and a burning ambition to be World Champion.

Very few understand that ambition. Lori, of course, has lived with it a long time. Dick Lightner, possibly Carl Cranke and Al Baker, and current master wrench Bill Buchka also understand. Most won't.

The dues have been paid. Sometimes the price was very high, as when Brad was not allowed to start the '76 Italian GP because a lap scorer went out for lunch and missed his qualifying time. Sometimes Brad has made it harder on himself by seeing just how "bad" he could be in grossing out the easily-shocked Europeans. But now it's all coming home. He has matured and come to understand what it takes to win — in addition to bucketsful of natural talent and 10 years of racing experience.

This season, nobody in the world has the combination of youthful reflexes, depth of Grand Prix experience, first rate factory machinery, lack of serious injury, and outstanding mechanical preparation that Brad has brought together. He is now working it out to Honda's advantage with help from Bill Buchka, who seems to tune only championship-winning motorcycles. He is the prime candidate to win the United States 500cc Grand Prix this year. For seven seasons, he has wanted very, very badly to go to the top of the podium at Carlsbad, to become the first American to win the American round of the World Championship Series.

Brad Lackey has come closer to that goal than most realize. In '76, he was riding in position to take the overall win when a wheel came apart on the Husky. He was furious; he had anticipated the effects Carlsbad's hard adobe surface would have on standard wheels and asked for special rims and lace-up that never happened. Last year, Brad got out of bed with the flu to qualify on Saturday. On Sunday, he was pale, wane and weak-looking. Still, he pulled the holeshot in the second moto and was leading 'til he misjudged at the bottom of a downhill and dropped it. Roger DeCoster hit him and went down, too. Brad got back up to finish third overall.

There have been other "what ifs" and "almosts" but that's history now. Nobody else in the 500cc World Championship race *needs* to win at Carlsbad like Brad does. He needs to win it if he is realistically going to beat out reigning champ Heikki Mikkola this year. He needs to win it for Honda and, yes, some measure of U.S. pride. Most of all he needs to win the U.S. Grand Prix for Brad Lackey. Seldom has any athlete so long and carefully prepared for a single event.

Still, the local berserko in the first turn could cause a crash and take out half the starters. A flat tire could end it all, and the comparative heat of California will be a factor. But if nothing breaks and it's heads up racing, Brad will win the Bel-Ray U.S. Grand Prix of Motocross. ●

Bel-Ray USGP entry list

Heikki Mikkola	Finland	Yamaha
Roger DeCoster	Belgium	Suzuki
Gerrit Wolsink	Holland	Suzuki
Jaak Van Velthoven	Belgium	KTM
Graham Noyce	England	Honda
Andre Malherbe	Belgium	KTM
Hakan Andersson	Sweden	Husqvarna
Herbert Schmitz	Germany	Maico
Andre Vromans	Belgium	Suzuki
Bob Wright	England	CCM
Brad Lackey	USA	Honda
Jim Pomeroy	USA	Honda
Jimmy Weinert	USA	Kawasaki
Gaylon Mosier	USA	Kawasaki
Marty Smith	USA	Honda
Steve Stackable	USA	Kawasaki
Tommy Croft	USA	Honda
Tony DiStefano	USA	Suzuki
Gary Semics	USA	Can-Am
Rex Staten	USA	Yamaha
Mickey Boone	USA	Suzuki
Rick Burgett	USA	Yamaha
Danny LaPorte	USA	Suzuki
Mickey Kessler	USA	Yamaha
Frank Stacy	USA	KTM
Wayne Boyer	USA	Suzuki
Terry Clark	USA	Maico
Ken Adams	USA	Maico
Pat Richter	USA	
Mike Bell	USA	Yamaha
Mike McIntosh	USA	

1978 500cc World Championship MX Series

April 9	Switzerland
April 16	Austria
April 30	France
May 7	Denmark
May 21	Finland
May 28	Sweden
June 4	Carlsbad, CA USA
June 11	Italy
July 2	England
August 6	Belgium
August 13	Luxembourg
August 27	Holland

500cc World Championship MX Series point standings

1.	Heikki Mikkola	147
2.	Brad Lackey	128
3.	Roger DeCoster	89
4.	Andre Malherbe	66
5.	Herbert Schmitz	59
6.	Gerrit Wolsink	54
7.	Jaak Van Velthoven	46
8.	Graham Noyce	42
9.	Andre Vromans	30
10.	Hakan Andersson	24

Past winners of the United States Grand Prix

November 22, 1970	Joel Robert (Suzuki), Belgium
September 19, 1971	Sylvain Geboers (Suzuki), Belgium
November 5, 1972	Ake Jonsson (Maico), Sweden
June 24, 1973	Willi Bauer (Maico), West Germany
July 14, 1974	Gerrit Wolsink (Suzuki), Holland
June 22, 1975	Gerrit Wolsink (Suzuki), Holland
June 20, 1976	Gerrit Wolsink (Suzuki), Holland
June 19, 1977	Gerrit Wolsink (Suzuki), Holland

Note: The first race won by Joel Robert was part of the first Trans-AMA motocross series, partially put together by Trippe, Cox Associates. The next two events in 1971 and 1972 were given World Championship status but carried no points. In 1973 Willi Bauer won the first U.S. Grand Prix counting for World Championship points.

United States Grand Prix gets new sponsor

LOS ANGELES, CA, MAY 30

America's most important motocross race, the United States 500cc Motocross Grand Prix, is scheduled for Carlsbad Raceway in Southern California on June 4, and the 1978 event will feature a brand new sponsor, the Bel-Ray oil company, a brand leader in the motorcycle lubrication field.

The Bel-Ray U.S. Grand Prix will be the seventh round of the 12 race 500cc World Championship MX Series, with the U.S. round coming at the very crucial halfway mark between the Swedish Grand Prix on May 28 and the Italian Grand Prix on June 11.

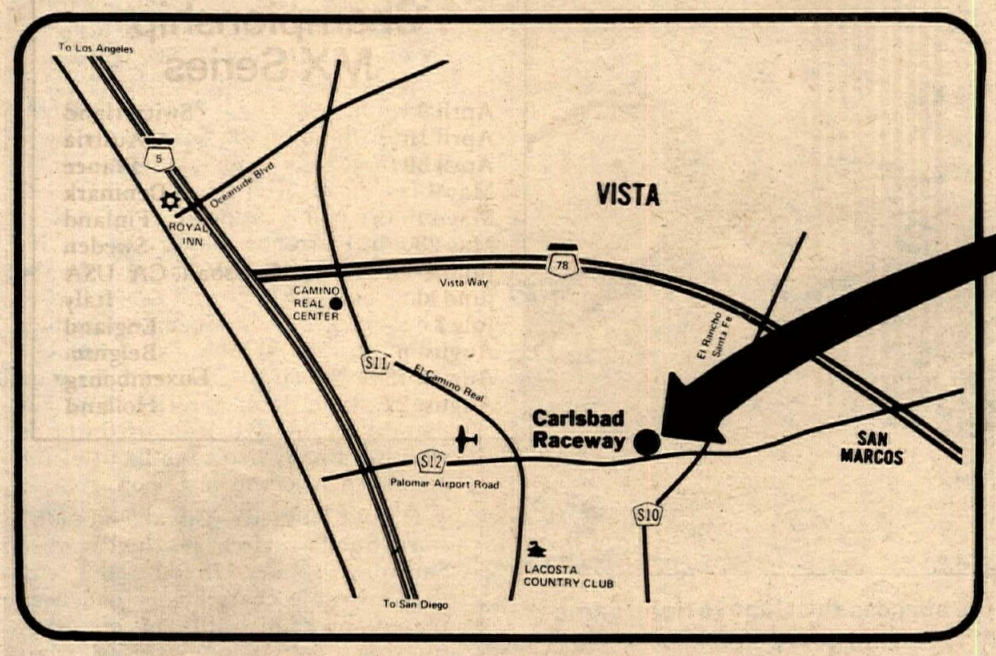
The big question mark this year is whether or not American riders can break the eight-year domination of the event by the Europeans. Last year Jim Pomeroy of Yakima, Washington, became the first U.S. rider to win a moto, but he crashed at the start of the second race and saw his chances of overall victory disappear. Dutchman Gerrit Wolsink, riding a factory Suzuki, went on to win his unprecedented fourth consecutive U.S. Grand Prix, but admitted afterward that 1978 could well see the end of his run of wins and a possible U.S. victory. The battle between the factory teams is equally fierce, with over 10 fully supported teams competing.

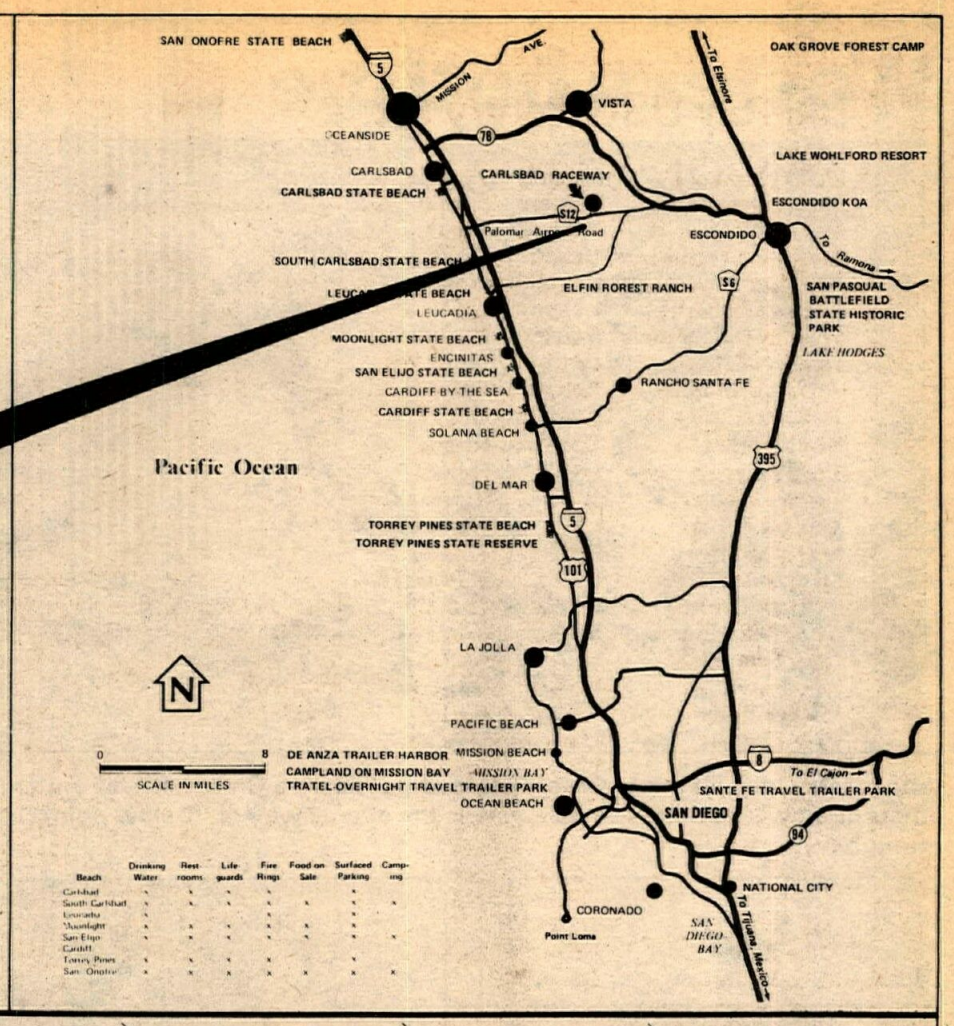
The stars of the show will be the best riders in the world representing more than 10 nations headed by six-time World Champion, Roger DeCoster of Belgium and current World Champion, Heikki Mikkola of Finland. Suzuki team rider DeCoster has a tough assignment, for the greatest motocross rider ever has yet to win the U.S. round of the world championship series. Carlsbad's demanding course seems to be his nemesis. DeCoster suffered a near fatal crash while training in Belgium, his spleen having to be removed in an emergency operation.

Schedule of events

Saturday, June 3
2-4 p.m. — Closed practice (no spectators admitted)

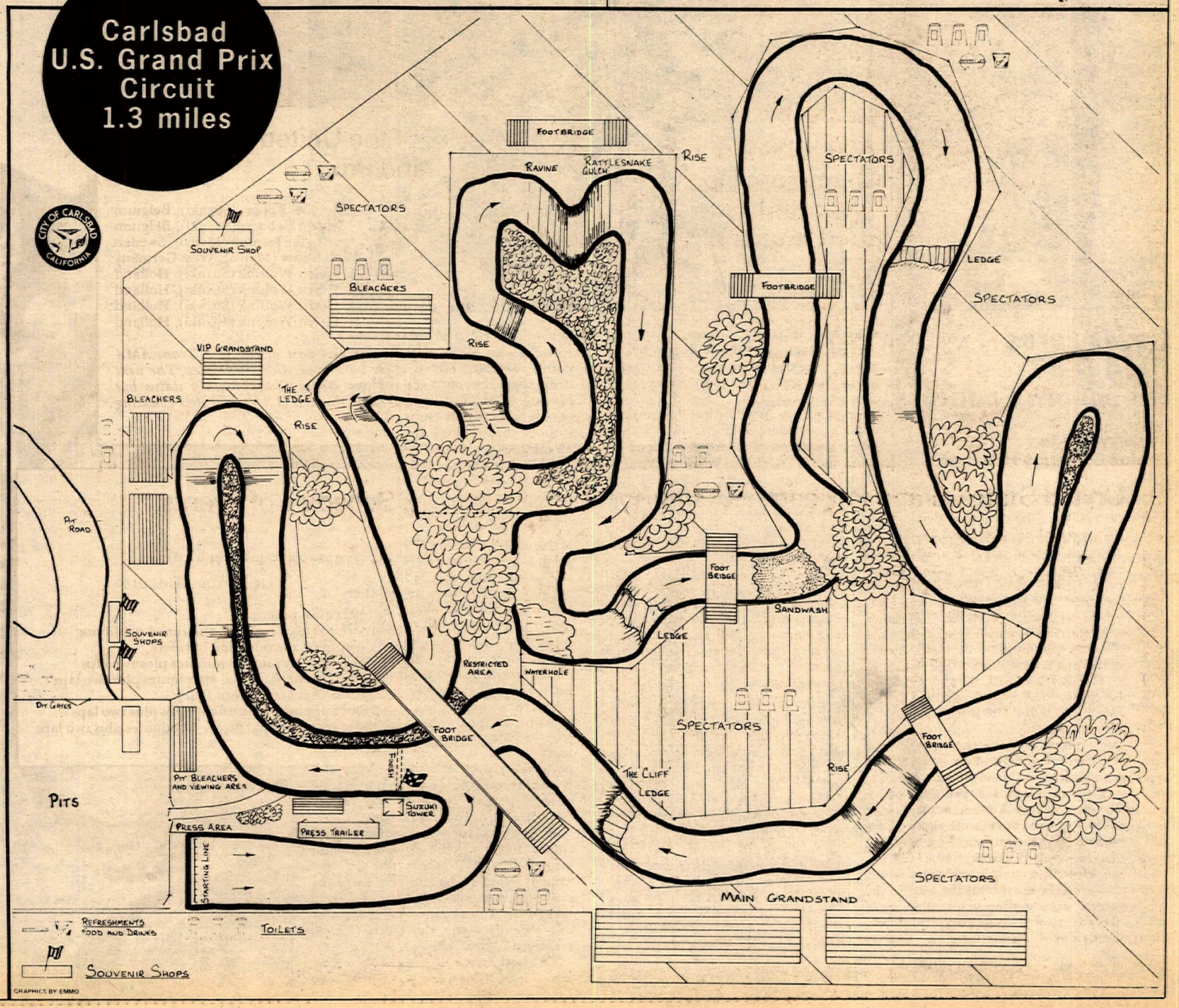
Sunday, June 4
7 a.m. — Gates open
9:30 a.m. — 250cc Support class practice
10 a.m. — 500cc International class practice and timed qualifying
12 noon — Opening ceremonies, introduction of riders
12:30 p.m. — First 250cc Support moto, 20 minutes plus two laps
1:10 p.m. — First 500cc International moto, 40 minutes plus two laps
2 p.m. — Aerial spectacular, Art Scholl stunt flying
2:30 p.m. — Second 250cc Support moto, 20 minutes plus two laps
3:10 p.m. — Second 500cc International moto, 40 minutes plus two laps
4 p.m. — End of show



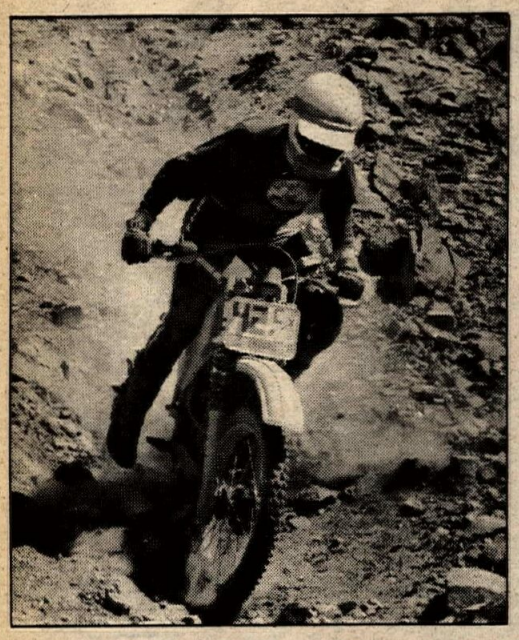


Beach	Drinking Water	Rest-rooms	Life-guards	Fire Rings	Food on Sale	Surfaced Parking	Camp-ing
Carlsbad	x	x	x	x		x	
South Carlsbad	x	x	x	x	x	x	x
Leucadia	x			x		x	
Moonlight	x	x	x	x	x	x	
San Elijo	x	x	x	x	x	x	x
Cardiff							
Torrey Pines	x	x	x	x		x	
San Onofre	x	x	x	x	x	x	x

Notice: No overnight camping is permitted at the raceway. For campsite information, contact the Carlsbad Chamber of Commerce, P.O. Box 596, Carlsbad, CA 92008, 714/729-5924.



Western hotline



(Above left) Open B winner Grant Palenske got down a Greenhorn hill with more success than (above right) some others. (Below left) Kenny Lewis, Jr. was the overall winner. (Below right) Gary Woodling gets permission to play through.

Lewis zeros AMA D-37 Greenhorn Enduro

By Larry Langley
Photos by Peggy Hickman

LUCERNE VALLEY, CA, MAY 20-21 After two days, 340 miles of desert and mountain riding, and approximately 24 checks, Kenny Lewis, Jr. (Yam) won the 32nd Annual Greenhorn Enduro by zeroing all the checks and dropping just 15 seconds at *six* tiebreaker checks. Ken had plenty of competition as 30 riders zeroed Saturday's course but higher speed averages on Sunday combined with the length of the course, left just six riders still on zero at the end of the enduro.

The "A" riders weren't too happy with the low scores. One mistake (such as a burnt check) and they were pretty well out of the running. The problem was extremely poor check placements. Some portions of the course were tight and demanding but no check was waiting at the end of the section. It would be located a couple of miles further out into the open allowing late riders to get back on time before the check. It was pretty frustrating for many of the riders.

The course itself was put together pretty well considering Pasadena M.C. had to abandon plans to run from Pasadena over the Angeles National Forest at the last minute due to heavy snow. The course consisted of a desert loop out of the pits located at Anderson Dry Lake, then a loop up into the San Bernardino Mountains which led riders near Big Bear Lake, then another desert loop for a total of 170 miles each day. The course Sunday was almost identical to Saturday's (with new speed averages) except Saturday's morning loop became Sunday's afternoon loop and Saturday's afternoon loop became Sunday's morning loop.

It was the best marked, most accurate, Greenhorn in most riders' recent memory. The only checks that had to be thrown out were two Saturday third loop checks where the flip card chart had been made out wrong.

The 175cc "A" class had the closest competition when Reggie Krong (Yam) edged out Jay Tullis (Hon) by just *three* seconds. Jay rode into one tiebreaker at seven seconds into his minute and that was the break Reggie needed for the class win. Jay was probably a little bit tired Sunday after he spent half the night in Apple Valley Hospital with his son Doug who was having a cast put on his leg after breaking it in a freak accident near camp while play riding. Randy Liebig (KTM) took the 250cc A class win with the only zero in that class as favorite Mike Adams (Hon) wandered into a check early pinning him with two big points. Mike ended up second in class. The Senior A class battle went to Harry Keast (Mai) as number one Senior Tom Getzfrid got stuck on a hill early Sunday and dropped a bunch of points. Keast zeroed the course, dropping 39 seconds. Fred Hayes had his new Maico out also and got stuck on the same hill as Getzfrid. When he stopped throwing up, he found himself 13 minutes late to the next check.

Al Baker (Hon) and his girlfriend Leslie (Hus) were out for the ride until Al lunched his tranny late Sunday on his trick XL-250 which was *very* quick.

The only A Woman to finish was Dana Bell (Yam) who dropped 308 points over the two days and thought she had houred out. However, the D-37 rule book allows more than one hour late for the Women's Division and the Pasadena M.C. allowed her more than the hour (she was just *one* minute over anyway). Considering the course was extremely tiring and the heat was taking a lot of energy away, it required some fortitude to hang in there for all the finishers.

Ann Mennell (Yam), who was featured in a recent *Cycle News* personality profile, took the Women's B class zeroing Saturday's course. The only C woman to finish was Nancy Nielson who dropped 91 points.

A very good turnout of well over 400 riders tried their luck and an estimated 50% finished. The C riders (and B Women) had to ride Saturday only and some very good scores were turned in. Robert Zinn (Yam) lost just one second to win the Open C class and led all the C riders.

Other C riders' scores worth noting were Scott McKinney (Yam) who dropped seven seconds (Scott is the son of OCMC's Dan "Goat" McKinney) in winning the 175cc C class and Frank Nainoa (Suz) who dropped just five seconds in winning the 250cc C class.

Some very good B scores were accomplished by Grant Palenski (Yam) who took the Open B class win with just one point lost and P.G. Miller (Yam) who won the 175cc class with two points dropped.

John Townsend was trying out his automatic 390 Husky when he lost the front brake when the cable broke. This makes tranversing downhills rather tricky as John found out the hard way when the bike ended up on top of him. John received a rather painful leg injury that he tried to ride with but finally had to pull out of the enduro before the last loop.

Harold Holsted's Yamaha wouldn't start Sunday after he had zeroed Saturday's course. He found out later that his route chart holder had been placed over his kill button wire, shorting it out. Who put the roll chart holder on? His riding partner, who shall go unnamed but did win the 175cc A class.

Ron Wells (Hon) pulled into one of the gas stops, gassed up, and kicked his bike over when it was time to leave. It wouldn't start. His mag had shorted out. He was happy it happened at the gas stop instead of out on a loop.

Roy Sheridan came upon a check sign not far from the finish (no checkers) and figured he had it made all the way to the finish but he miscalculated. There *was* a check just about five miles from the finish and Roy hit it three minutes early. He was pretty hot until he figured out the error was his and the club wasn't trying to play tricks on him with a phony check sign.

The finish of the enduro differed from Saturday's finish as the course was routed up into the hills behind Anderson Dry Lake where a challenging uphill and a very steep downhill provided a last minute obstacle for the tired riders. Most of the riders were at least a minute late. Poor Gordon Dickson (KTM). He had the course zeroed and figured he had it made. However, he had trouble getting around some riders on the uphill and dropped two minutes at the finish.

Pasadena M.C. received a lot of, shall we say, constructive criticism concerning check placement. They'll have a whole year to contemplate it while the riders can look forward to the '79 'Horn.... It's a tradition. ●

Unofficial Results

OVERALL: Ken Lewis, Jr. (Yam) 0.15.

A-OPEN: 1. Ken Lewis, Jr. 0.15 (Yam); 2. Mike Wyrick 0:28 (Yam); 3. Larry Woodruff 1:40 (Yam).

A-250: 1. Randy Liebig 0:68 (KTM(; 2. Mike Adams 2:21 (Hon); 3. Punk Wilson 2:51 (KTM).

A-175: 1. Reggie Krong 0:35 (Yam); 2. Jay Tullis 0:38 (Hon); 3. Ron Reinholdson 1:55 (C-A).

A SR: 1. Harry Keast 0:39 (Mai); 2. J.T. Clark 2:49 (Yam); 3. Dave Baker 6:45 (Hon).

B-OPEN: 1. Grant Palenski 1:75 (Yam); 2. Doug Clark 4:37 (Hus); 3. Wayne Stanfield 5:38 (Yam).

B-250: 1. Tracy Walters 7:97 (C-A); 2. Tom DiDomenico 11:237 (Suz); 3. Mineshaft Prutzman 12 (Yam).

B-175: 1. P.G. Miller 2 (Yam); 2. Pat Henesey 3 (Yam); 3. Butch Nelson 10 (Yam).

B SR: 1. Cecil Hollenbeck 4 (Hus); 2. William Miller 28 (Yam); 3. Neal Keith 35 (Yam).

C 175: 1. Scott McKinney 0 (Yam); 2. Bruce North 4 (KTM); 3. Greg Whitehorn 16 (Yam).

C-250: 1. Frank Nainoa 0 (Suz); 2. Fred Blanton 3 (Suz); 3. Al Young 10 (Yam).

C-OPEN: 1. Bob Zinn 0 (Yam); 2. Ron Dunning 1 (Hus); 3. Jim Broomfield 6 (Yam).

C-SR: 1. Eric Lehman 2 (Hus); 2. Len Tygart 15 (Yam); 3. Del Shurley 44 (Yam).

A WOMAN: Dana Bell 308 (Yam).

B WOMAN: 1. Ann Mennell 0 (Yam); 2. Jill Ashlock 140 (Yam).

C WOMAN: Nancy Nielson 91.

A TEAM: 1. J.T. Clark, Doug Clark, Gary Woodling 10; 2. Larry Langley, Jerry Counts, Terry Swest 15; 3. Dave Wood, Steve Ellard, Ron Smith 79.

B TEAM: 1. Ron Cole, Butch Nelson, Mineshaft Prutsman 42; 2. Doug Taft, Peter Postal, Bill Postal 104; 3. Chuck Adkins, Howard Markham, Len McClure 216.

Western hotline

Stubby Steve smokes OTHG MX

By Bang Bang Bobo Ingram

SUNNYMEAD, CA, MAY 21

The Over the Hill Gang's selection of DeAnza Cycle Park for a race meet was a good one, in that the new management of the Badlands offered a revamped track and 100% trophies.

In the Expert class, Stubby Steve and Rathole Rocky had their own race, but not to themselves. The Experts went off the line with the Amateurs, making the race doubly exciting. Rathole Rocky took the holeshot in the first moto but lost the lead in the first turn when he locked up and killed his engine, causing a traffic jam. Stubby Steve was the first out of the pack, taking the lead and running with it. Rathole Rocky was able to re-start, but had to pick his way through traffic to catch up. Stubby Steve won it going away.

In the second moto, first lap, the Gang's scorekeepers counted Stubby Steve fifth in line behind leader Rathole Rocky. Steve caught Rocky in the second lap and pressured him for four more. Steve got by Rocky in a close pass which caused Rocky to go off the course and Steve to take the win.

The evenly-matched Amateurs (anyone of them could win depending on circumstances and luck) had Get-Off Gary going to the front and winning the first moto with Flaky Frank close on his rear wheel.

In moto two it was Dinky Dennie first to the checkers and Get-Off Gary second being chased by Sycho Sig. (See what I mean by evenly matched?) Get-Off Gary took the gold with his 1-2 finish. Dinky Dennie went 4-1 for a second place. Sycho Sig went 3-3 for a righteous third followed by Slimy Steve, Flaky Frank and Du Du Dan.

The Intermediate class, almost always the largest at our meets, filled the starting gate. In moto one, Bang Bang Bobo was first into the turn and held the lead until CZ-mounted Run-Over Ron, in his usual come-from-behind style, caught the Banger on the white flag lap and cleanly passed, slipping by inside a turn when 'Ol Bo' took the high side. Run-Over Ron went on to win the overall with his 1-3 score. Flippin Fred took the holeshot in moto two and went wire-to-wire while being chased by Jack-Knife John and Toad Tom, giving him a respectable third overall. Toad Tom, who is consistently in the front of the pack, played leap-frog in both motos going 3-2 for a second place.

The Novice class shared the track with the Intermediates. Beep Beep Bob went 3-1 for a first overall. Lots Les, showing more on his new Maico, was second with a 2-3 overall. Drafty Dennis blew in with a 1-4 for the third place spot.

Results

EXPERTS: 1. Stubby Steve (Yam); 2. Rathole Rocky (Yam).

AMATEURS: 1. Get-Off Gary (Mari); 2. Dinky Dennie (Yam); 3. Sycho Sig (Suz).

INTERMEDIATES: 1. Run-Over Ron (Suz); 2. Toad Tom (Yam); 3. Flipping Fred (Mai).

NOVICES: 1. Beep Beep Bob (Mai); 2. Lots Les (Mai); 3. Drafty Dennis (Suz).

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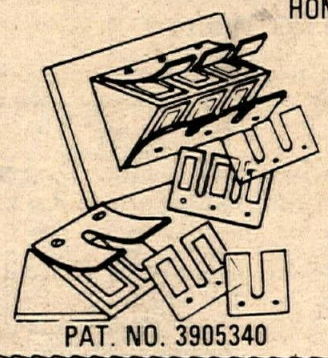

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Western hotline

(Above) Bill Tarling romped to an overall win in the WRA High Desert Championship. (Below) David Gerig leads Craig Adams early in the WRA race.

Bill Jewett won the WRA 250cc class.

Tarling has it his way at High Desert Championship

By Jerry G. Welton

RIVERSIDE, CA, MAY 21

Hemet Cycle's Bill Tarling and his 400cc Bel-Ray KTM picked up the win at WRA High Desert Championship at Riverside Raceway.

David Gerig, mounted on a Suzuki, pulled the holeshot in Class 22 (over 251cc) with Tarling, Craig Adams, and Brent Wallingsford all within striking distance.

In Class 21 (250cc) it was Bob Rutten (H-D) jumping out front with Robin Busse and Bill Jewett in hot pursuit while Rick Stout was off the line first in Class 20 (125cc and under).

On the sixth lap Gerig's tire went flat and Tarling went by, taking the lead for good. Tarling's spokes were coming loose and caused him to hit a haybale on the eighth lap.

On the third lap, while leading Class 21, Rutten lost a chain and lost the lead to Busse. Jewett picked off Rutten after a heated battle and set his sights on Busse.

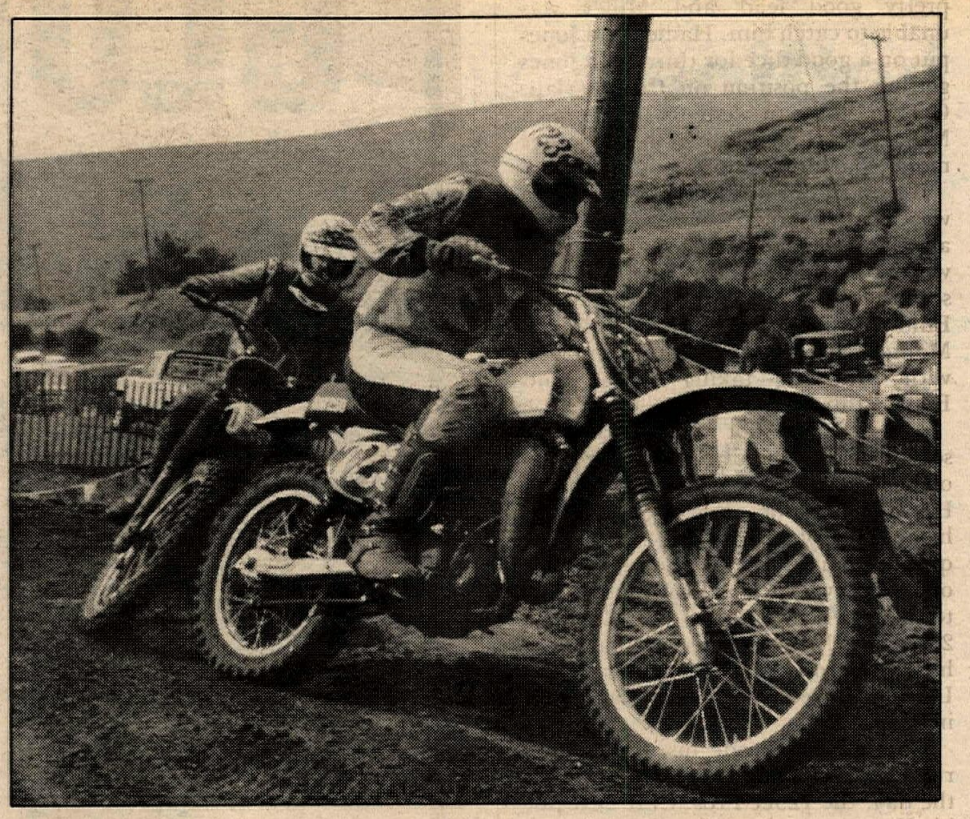
On the ninth lap Tarling proved he was in total command by riding on his rear wheel in front of the grandstands for quite a distance and the crowd went wild.

When the checkered flag dropped, it was Tarling on top with Adams and Wallingsford a short distance behind. Jewett came in with wire wrapped around his rear wheel and the class victory under his belt.

Rick Stout finished with a big lead over Bobby Jones to take Class 20.

Results

TOP TEN: 1. Bill Tarling Open (KTM); 2. Craig Adams Open (KTM); 3. Brent Wallingsford Open (Hus); 4. Bill Jewett 250 (Yam); 5. Robin Busse 250 (Yam); 6. Bob Rutten 250 (H-D); 7. Rick Stout 125 (Yam); 8. Randy Anderson 250 (Suz); 9. David Gerig Open (Suz); 10. Kelly Hugerford 250 (Hon).



(Above) Kevin Grider (723) and Steve Dahl keep each other company at SSM. (Below) A crowded Sportsman pack heads down the SSM hill.

Lunde consistent at SSM MX

By Terry Whytal

ORANGE, CA, MAY 20

Maico rider Tim Lunde showed the 250cc Pros the way around the track at this week's Saturday Saddleback Motocross.

Leading the first lap of the first moto was Suzuki-mounted Tim Tolar with Lunde close behind. Dave Miller (Yam) held third over Jeff Vidic (Mai) and Clark Jones (Hon). Halfway into the race, Tolar dropped out and Lunde took the lead. Vidic also DNF and Jones put his Honda into third and the finishing positions were set.

Lunde quickly took the lead at the start of the second moto. Arden Hadley moved his Maico into the second spot and Miller and Jones followed closely. On lap five Miller got around Hadley and set off in pursuit of Lunde. By this time Lunde had a

pretty good lead and Miller was unable to catch him. Hadley and Jones put on a good dice for third with Jones getting the position on the last lap. Overall, the win went to Lunde with Miller and Jones filling in the other money-paying positions.

The start of the 500cc Pro first moto was led by Maico rider Luke Messer and he never looked back, taking the win by a large margin. Fighting over second spot were Bob Bourne on a Bultaco and Jeff Browning, riding a Montesa. They raced right to the wire with Browning taking second and Bourne third.

Messer again shot to the lead of the second moto, opening up a huge lead on second place rider Browning. Halfway into the race, Messer began having problems and Browning quickly caught up. Messer held him off for a few laps but Browning got by to take the win and the overall with a 2-1 score. Messer's fine ride garnered him the second place money and Dale Lewis captured third by placing fourth in both motos.

Chappy Blose rode his Suzuki to a runaway victory in the largest class of the day, the 125cc Pros. Cliff Lett put his Yamaha in front for the first two laps until Blose blew by and motored away. Rick Maki (QE) passed Lett and tried to catch Blose but had to settle for second.

In the second moto Blose won by an even bigger margin, leading the whole way. Lett and Maki banged bars a few times while racing for second, which Maki eventually took. Overall the clear winner was Blose followed by Maki and Lett.

Results

125 PRO: 1. Chappy Blose (Suz); 2. Rick Maki (Suz); 3. Cliff Lett (Yam).
250 PRO: 1. Tim Lunde (Mai); 2. Dave Miller (Yam); 3. Clark Jones (Hon).
500 PRO: 1. Jeff Browning (Mon); 2. Luke Messer (Mai); 3. Dale Lewis (Mai).
125 INT: 1. Brett Catcott (Suz); 2. Bob Cochran (Suz); 3. Darrel Anderson (Yam).
250 INT: 1. W. Bradbury (Suz); 2. Tom Martinent (Hon); 3. Randy Skirmay (Hon).
500 INT: 1. Bob Brooks (Yam); 2. Fulton Tidwell (Yam); 3. Keith Petrancello (CCM).
125 JR: 1. Jeff Qualls (Suz); 2. Steve St. Martin (Suz); 3. Mark Winell (Suz).
250 JR: 1. Roger Obrien (Mai); 2. Bob McBroom (Suz); 3. Jeff Janzen (Buc).
500 JR: 1. Gary Will (Suz); 2. Glenn Glass (Yam); 3. H. Johnson (Suz).
125 BEG: 1. Perry Boyer (Yam); 2. Mike McGinnis (Yam); 3. Doug Forness (Yam).
250 BEG: 1. Steve Mandic (Kaw); 2. Mark Harp (Yam); 3. Jim Jones (Yam).

Burnworth, Frampton, Lechien run wild at CMMC MX

By Rod Eschenburg

SAN DIEGO, CA MAY 21

Three riders, one from each age group and classification, shared top rider honors during California Mini Motorcycle Club action at Barona Oaks Raceway with R&D Suzuki Expert rider Scott Burnworth grabbing three wins; eight-year-old Sean Frampton taking three firsts and a third and 11-year-old Ronnie Lechien picking up two firsts and a third.

Burnworth, who is currently the hottest minicycle and lightweight motorcycle rider in the U.S., capped a three-week winning binge of 13 wins on five tracks in three states with wins in the 105cc Mini, the Expert Modified Mini and the 100cc Intermediate Motorcycle classes.

Frampton took top honors in both the Modified and Stock 9-11-year-old Novice Minis, plus the up-to-eight-year-old Junior Cycles and also grabbed a third in the combined-age Modified Junior Cycle class.

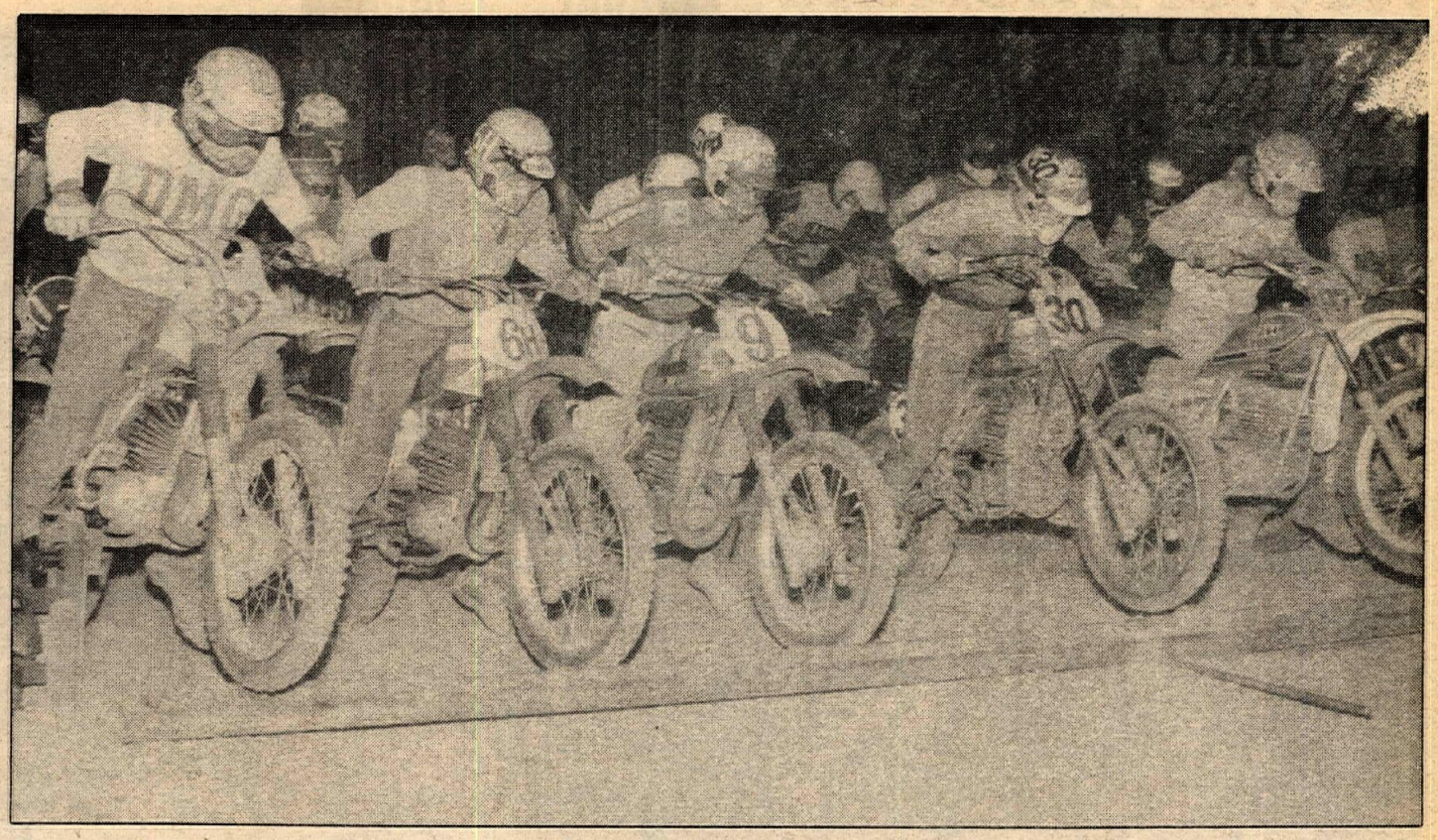
Ronnie Lechien, who looks to be the next "Mr. Mini," grabbed both the 9-11-year-old Intermediate Stock and Modified Mini classes; also took a third in the 105cc Open Mini class after leading Burnworth in the early stages of both motos. First timer Eric Collins snuck in for second.

With round three of the U.S. Minicycle Racing Association/Suzuki Championship Series coming up next on June 4 many out of town riders were on hand last Sunday. Chris Heisser (DG Suz) picked up a win in the Stock Expert Minis and a second behind Burnworth in the Modified Expert Minis.

Powder Puff winner Deena Blythe decided to show the boys how to race too, and joined them in the 12-16 Novice Modified Minis and "smoked em" in the first moto only to lose a tie-breaker second moto to Ed Cabullo.

Results

105 MINI (OPEN): 1. Scott Burnworth (R&D Suz); 2. Eric Collins (Yam); 3. Ronnie Lechien (Yam).
EX MOD MINI: 1. Scott Burnworth (R&D Suz); 2. Chris Heisser (Suz); 3. Robbie Nolin (Yam).
EX ST MINI: 1. Chris Heisser (Suz); 2. Chris Morey (Suz); 3. Richard Sands (R&D Suz).
INT MOD MINI (12-16): 1. Chris Swift (Suz); 2. Scott Brown (Suz); 3. Rudy Dickenson (R&D Suz).
INT ST MINI (12-16): 1. Mark Howell (Suz); 2. Dan Almond (Yam); 3. Rudy Dickenson (R&D Suz).
INT MOD MINI (9-11): 1. Ronnie Lechien (Yam); 2. Johner Kight (Yam); 3. Brandon Scheider (Suz).
INT ST MINI (9-11): Ronnie Lechien (Yam); 2. Jon Jon Belisle (Suz); 3. Brandon Schneider (Suz).
NOV MOD MINI (12-16): 1. Ed Cabullo (Suz); 2. Deena Blythe (Yam); 3. Chris Lance (Yam).
NOV ST MINI (12-16): 1. Chris Lance (Yam); 2. John Bramtley (Suz); 3. Eric Russell.
NOV ST MIN (12-16): 1. Brooks Dunlap (Suz); 2. Kevin Gensler (Suz); 3. Ray Tetherton (Suz).
NOV MOD MINI (9-11): Sean Frampton (Suz); 2. Danny Ray (Suz); 3. Charlie Taylor (Suz).
NOV ST MIN (9-11): 1. Sean Frampton (Suz); 2. Danny Ray (Suz); 3. Ricie Dobbs (Yam).
POWDER PUFF: 1. Deena Blythe (Yam); 2. Kyrene Frampton (Yam); 3. Tammy McGuire (Yam).
JR CYCLE MOD (9-11 & 0-8): 1. Jon Jon Belisle (Hon); 2. Scott Zastrow (Itj); 3. Sean Frampton (Suz).
JR CYCLE ST (9-11): Charlie Sampson (Suz); 2. Tim Heath (Itj); 3. Scott Zastrow (Itj).
JR CYCLE ST (0-8): 1. Sean Frampton (Suz); 2. Steve Hale (Itj); 3. Ronnie Thomas (Suz).
PEE WEE (0-6): 1. Shane Spencer; 2. Art Carrillo; 3. John Conney (Suz).
125 EX MC: 1. Scott Johnson (Suz); 2. David McGee
125 INT MC: 1. Curtis Rough (Suz); 2. Bobby Sullivan (FMF); 3. George Tuck (Suz).
125 NOV MC: 1. Jeff Chatfield (Yam); 2. Todd Lesser (Suz); 3. Scott Brown (Suz).
100cc INT MC: 1. Scott Burnworth (R&D Suz); 2. Bobby Sullivan (FMF); 3. Scott Hamilton (Yam).
100cc NOV MC: 1. James Cloud (Suz); 2. Ken Warne (Yam); 3. Dirk Doucette (Yam).



The CMC Ascot 500cc Pros jump off the line with winner Jeff Jennings (30) on the right. The runner-up was Bill Rubly (32).

Jennings jumps to CMC Ascot win

By Tom Corley

GARDENA, CA, MAY 17

Continental Moto-sports Club motocross at Ascot Park has been hosting almost 200 competitors an evening. Some of the finer talents in the sport are showing up, such as Jeff Jennings, who declared war to win the 500cc Pro class.

Jennings, a former Suzuki factory rider, is on the move in local CMC races now. Presently he is sponsored by Wheelsmith Motorcycles and Maico, so he is well supported in both day and night racing. The fast Norwalk resident rider hit the pack hard in the first moto and dusted the entire pack which included mostly Maico mounted competitiors. Legendary CMC rider Val Tamietti trailed Jennings slightly and fought the rest for a hard earned second place. Bill Rubly, another rider with a known name, rambled behind Val for third.

Jennings was high-tailing it in similar style when the second moto fired off. Jeff soared out ahead while Rubly advanced this time into second, while Tamietti was demoted back to third. Jennings took first overall cash. Rubly proudly took the second place money over Tamietti, Dale Lewis, Carl Gazafy, Gary Truesdill, Rick Thompson and Steve Fry.

Results

MINI JR: 1. Chris LaForm (Suz); 2. Scott Graham (Yam); 3. Ron Slavens (Suz).
MINI INT: 1. Kyle Greenwood (Yam); 2. Tim Shelton (Suz).
100 JR: 1. Darren Hadley (Suz); 2. Kerry Day (Suz); 3. Bill Weiford (WIF).
100 INT: 1. Glen Roden (Yam); 2. Woody Sowell (Suz); 3. Denis Strandberg (Yam).
125 JR DIV 1: 1. Mark Wood (Suz); 2. Dan Jefferson (Yam); 3. Jim McEwen (Yam).
125 JR DIV 2: 1. Dave Bradshaw (Hon); 2. Rick Bradshaw (Hon); 3. Denny Davidow (Yam).
125 INT DIV 1: 1. Rick Sauers (Yam); 2. Dave Hamada (Suz); 3. Bernard Garsen (Suz).
125 INT DIV 2: 1. John Layne (Suz); 2. Shawn Mahn (Hon); 3. Jerry Freckleton (Suz).
125 PRO: 1. Tim Lunde (Suz); 2. Todd Peterson (Suz); 3. Ron Turner (Yam).
250 JR DIV 1: 1. DeVon Farley (Hon) 2. Keith Fennell (DMG); 3. Jerry Zimmer (Suz).
250 JR DIV 2: 1. Jeff Hamada (Yam); 2. Chuck Cheek (Yam); 3. Louis Springer (TDT).
250 INT: 1. Brad Brown (Mai); 2. Ron Ray (AMX); 3. Roger Zela (Yam).
250 PRO: 1. Dave Miller (Yam); 2. Ron Turner (Yam); 3. Gary Jones (AMX).
500 JR: 1. Larry Cheever (Yam); 2. Scott Van Dyke (Mai); 3. Dan Ruesch (DMG).
500 INT: 1. Bob Cochran (KTM); 2. Ed Walters (Yam); 3. David Strandberg (Mai).
500 PRO: 1. Jeff Jennings (Mai); 2. Bill Rubly (Mai); 3. Val Tamietti (Mai).

Santana shows strong team effort in Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, MAY 17

The Coca-Cola/San Diego High School Team Motocross Series went into its fourth-to-last race last Wednesday night, and in spite of two firsts by Tracy McMillen (125 and 500cc Junior), a first by Steve Walker (500cc Pro), a 125cc Junior win by Gene Anderson, and a 125cc Intermediate second by Bobby Sullivan, El Capitan High School could only gain 21 points on leader Santana! Santana only had three riders in the top three, but had their usual strong overall team effort to maintain a 200-plus point lead.

With the added awards down to the third-place team this year by Speedway 117 Series sponsor Coca-Cola, the spotlight has now shifted to that spot with three teams — Monte Vista, Morse and Mission Bay — battling it out right down to the wire. Morse made the big move last Wednesday past Mission Bay to move within 23 points of Monte Vista. Mission Bay slipped to fifth, still only 41 points back!

Looks like it will be Santana for the team going to Saddleback on June 3 for the big California State Championships, but certainly many of the individual riders going will include Tracy McMillen, Clint Hardick, Jaycen Zvirbulis, Chris Harrold and Matt Carter. Speaking of the top individual high school riders in this year's Coca-Cola/San Diego Series, it appears to be a real "Barn Burner" right down to the last race for the Speedway 117 Announcer's Trophy

Western hotline

Jim Coffey (54) raced to second 100cc Intermediate at the Coors Trans-AME.

between McMillen, Zvirbulis and Hardick, with Carter not out of it!

The Pros keep getting stronger at Speedway 117, with over 10 riders in both the 125 and 250cc classes. In the 250s, FMF hot-dog Randy Hess stopped new Pro Clint Hardick's win streak at two straight with a second moto three-way tie breaker win. Third place Tony Gomez had a win in the first moto with Hardick second and Hess third, but in the second Gomez just could not get through traffic with the leaders and it was all Hess and Hardick with Hess the stronger rider at the checker.

When you have a 125cc Pro class where defending champ and last week's winner Terry Shekell can't get into the top three you have a *real* Pro class, and that is what we had as Mike Tripes and Clint Hardick went at it in both motos with Tripes going two-for-two over the always-pressing Hardick.

Results

500 PRO: 1. Steve Walker (Yam); 2. Lee Ramage (FMF).
250 PRO: 1. Randy Hess (FMF); 2. Clint Hardick (ASA-Hon); 3. Tony Gomez (Yam).
125 PRO: 1. Mike Tripes (LGS); 2. Clint Hardick (ASA-Suz); 3. Randy Hess (FMF).
500 INT: 1. Matt Carter (Yam); 2. Craig Infeld; 3. Dennis Wilson (Suz).
250 INT: 1. Rick Relucio (Yam); 3. Chris Harrold (Yam); 3. Ed Vidovich (ESC-Suz).
125 INT: 1. Scott Meyer (Suz); 2. Bobby Sullivan (FMF); 3. Terry Belcher (Yam).
100 INT: 1. Ken Coon (Yam); 2. Woody Carlson (Yam); 3. Curtis Rough (Suz).
MINI INT: 1. Ronnie Lechien (Yam); 2. Danny Jones (Yam).
500 JR: 1. Tracy McMillen (Suz); 2. Bill Pienta (Suz); 3. Dave Hammond (ESC-Suz).
250 JR DIV 1: 1. Tom Nimtz (Oss); 2. Dale Doulton (Suz); 3. Mark Schmittou (Oss).
250 JR DIV 2: 1. John Mello (JT); 2. Gordon Dawson (Yam); 3. Karsten Berg (JT).
125 JR DIV 1: 1. Gene Anderson (Suz); 2. Jesse Harmon (Suz); 3. Ron Lounsbury (Hon).
125 JR DIV 2: 1. Tracy McMillen (Suz); 2. Rich Agundez (Yam); 3. Marty Koenig (Suz).
125 JR DIV 3: 1. Chuck Swanson (Yam); 2. Mike Gomez (Yam); 3. Scott Baker (Suz).
WOMEN'S OPEN: 1. Jaycen Zvirbulis (Yam); 2. Teresa Nolin (Yam); 3. Lisa Monohan (Suz).
MINI JR: 1. Terry Murray (Suz); 2. Mark Howell (Suz); 3. Kevin Gensler (Suz).
100 JR: 1. Ken Warne (Yam); 2. Gary Rodriquez (Yam); 3. Charlie Walker (Yam).
1978 COCA COLA/SAN DIEGO HIGH SCHOOL MOTOCROSS TEAM CHAMPIONSHIP TOP TEN: 1. Santana (1362); 2. El Capitan (1159); 3. Monte Vista (837); 4. Morse (814); 5. Mission Bay (796); 6. Mt. Miguel (613); 7. Montgomery (510); 8. Torrey Pines (494); 9. Clairemont (304); 10. Granite Hills (231).

Peterson perfect in Coors Trans-AME Sportsman MX

By Lee Taylor

TRABUCO CANYON, CA, MAY 21

Bill Peterson (Yam-Thousand Oaks Yamaha) took home top honors in the 125cc Intermediates in the Sportsman portion of the seventh round of the Coors Trans-AME Series. Currently fourth in the points standings it was a "do or die" attempt by Peterson at moving up before the final race.

David Sarian (Suz-DG), trailing Peterson in the series by one position, took control off the line and led a huge pack of riders through the first turn. He had Greg Boren (Suz-Bill Boren) on his tail in second, followed by Peterson and Karl Wahiers.

Coming in at the end of the moto Sarian held firm in the lead with Peterson still in second and Boren holding down third.

The second time around, Mike Scott took command in a brave attempt to maintain his points lead. He had a tight battle against Randy Ross and Peterson, both hounding him through every turn.

Wahiers, on a Suzuki for Suzuki Smith, had worked his way into third, posing a grave danger to Peterson and Scott. When the winning checkered flag waved them home, Scott finished the moto with the lead, Peterson finished a strong second for the overall win and Wahiers held firm for third.

The walls of Trabuco Canyon shook as the 125cc Juniors charged off into their first moto. Aaron Matlock took charge with Curt McCuistion riding shotgun. McCuistion, on a Yamaha for Escondido Yamaha, soon moved into the lead, on his way to back-to-back wins. Matlock found himself locked into a duel with Glenn Cave (Suz-Crotch Rocket Factory),

"Terrible" Tim Lunde (1L) and Peter Wanket in a CMC 500 Pro battle. The battle was decided in Lunde's favor both motos.

currently running fourth in series points. Throughout the pack, wild dicing took place, notably between Scot Yarbrough, third in points standings and Danny Kanloz.

It was a rough day for Chip Manning, who had been second earlier in the race, off to the side of the track with unknown mechanical problems. When the moto drew to an end, McCuistion led the pack across the line still in control with Cave strong in second and Matlock holding down third.

McCuistion started off the second moto in style by taking control and holding it to the end in spite of pressure from Perry Cendro and Scott King. King was really putting on the heat with a current points standing in second! Steve Hess, back in action after being away for some time, pushed his way through strong ranks of arillery and into the number five spot.

When the winning checkered flag waved them home, McCuistion claimed top honors for the day, Cendro held second to the end, good for third overall and Yarbrough finished the moto in third. Matlock, running fourth at the end, took down second overall for the day.

Results

MINI JR: 1. Mike English (Yam); 2. Bill Raivasakat (Suz).
100 JR: 1. Paul Fitzgibbons; 2. Randy Morales (Yam); 3. Jeff Hendriksz (Yam).
125 JR: 1. Curt McCuistion (Yam); 2. Aaron Matlock (Suz); 3. Perry Cendro (Suz).
250 JR: 1. Randy Rogers (Yam); 2. David Simon (Hus); 3. Ross Johnson (Hon).
500 JR: 1. Dan Guin (Bul); 2. Barry Meyer (Yam); 3__. Mike Robinson (Yam).
MINI INT: 1. Louie Franco (Yam); 2. Darin Powell (Hon); 3. Randy Dyer (Yam).
100 INT: 1. Randy Harden (Yam); 2. Jim Coffey (Yam); 3. Darel Francis (Yam).
125 INT: 1. Bill Peterson (Yam); 2. Mike Scott (Suz); 3. Karl Wahiers (Suz).
250 INT: 1. Ray Ramirez; 2. Rob O'Rourke (Hon); 3. Chuck Warren (Yam).
500 INT: 1. Richard Barron (Yam).
MINI EX: 1. Erik Kehoe (Yam); 2. Jeff Stanford (CRF); 3. Sam Stoler (Suz).
100 EX: 1. David Baker (Suz); 2. Andy Meszaros (Yam).
100 PRO: 1. Jim Holley (Yam); 2. Adam Renteria (Yam); 3. Tim Hines (Yam).

Myerscough, Reid, Lunde win $1500 CMC MX

By Patti Firth-Trotter

ORANGE, CA, MAY 21

Moto-Meister Maico and Continetal Moto-sports Club combined their efforts and offered a $1,500 purse plus 40-channel CB radios to Junior and Intermediate winners. Again, the payback went by moto wins: $100 per moto win.

The 125cc Pros took the first shot at the track. "Flyin'" Brian Myerscough smoked his trick factory Suzuki around Webco to take the lead. Flying Machine Factory rider Randy Hess placed his trusty mount right on Brian's tail. Las Vegas hotshoe Lenny Gier (Kaw) locked on to third with Roo rider Tony Gomez and another FMF bike, but with Moto-Meister rider Tim Lunde, next.

Before the first lap was completed, Myerscough hit the berm a little high and lost control of first; this gave Hess a chance to move himself into the lead, where he stayed for the entire race. Giger, Gomez and Lunde worked on getting to the front of the pack. On the fourth lap Gomez did a job on Giger, and on the next lap, Lunde passed Giger. On the seventh lap Myerscough booted Giger back another spot.

Lunde was setting up Gomez and by the end of the 11th lap, had done it to him. Now it was Hess and Lunde smoking around for the cash. When the last lap flag came out the leaders were Hess, Lunde, Myerscough, Gomez, Giger and Rick Maki (Q&E Suz). Lunde opened up his rocket, but was unsuccessful in getting around Randy. Sitting in the pits was Randy's teammate Jeff Ward who DNF with a blown tranny.

Moto two saw Hess haul up the start hill, down the smaller "Banzai" and around Webco for a holeshot. Myerscough, Lunde and Ward looked as if they were riding the same bike they were so close. After going through most of the whoops and hairpins without too much trouble, the three approached the tightest turn on the track just as Hess was getting ready to accelerate out of it. Someone's tire caught Hess' and down he went. Lady Luck where were you? Randy was back to eighth by the time the crowd passed. Myerscough had the lead for the win, but not without some heavy duty dicing with Lunde. On the fifth lap, Brian and Tim were wheel to wheel when Myerscough's rear tire caught Lunde's front, getting Tim a bit out of shape for a second or two. He was quick to recover and didn't lose any territory. Jeff Ward, who had been been riding a strong third, dropped to the rear of the pack with a flat rear tire. Terry Shekell moved to third with Rick Maki filling position number four. Hess had worked his way up to fifth. Myerscough took the largest part of the pot with $130, giving Hess $120 and Lunde $100.

Myerscough, after seeing that there were over 30 250cc Pros on the line, probably figured that the only way to beat the squish at the top of the start hill was to get going first. He did. The whole race was Myerscough's. Bassett-sponsored Dave "Works" Miller plunged his Yamaha down the start hill after Brian. Lenny Giger and Cross-Up Suzuki rider Tim Tolar were next. Tim was ahead of the red, white and blue Hondaman Warren Reid, who wasted no time in whipping by Tolar.

By the time the seventh lap had been completed the lineup looked different, with Reid behind the leader Myerscough and Giger and Miller ahead of fifth place Steve Blackman (Mai). Tim Lunde (Mai) and Gregg Young (Hon) finished the moto after these riders.

Young catapulted off the gate to begin the second round for the 250cc riders. Gregg led the race for nine laps. Prior to surrendering the lead, he had to deal with Blackman, Giger and Reid, who were breathing down his neck.

Blackman rode second to Young for the first three laps, only to be displaced by Giger. On the fifth lap, Reid moved Blackman back another slot. Lunde, who had gotten a less than good start, kept moving his Moto-Meister Maico up a few notches each lap.

On the 10th lap Reid got under Giger and had the lead; on the next lap Lunde smoked by Giger. Along with Lunde in pursuit of Reid were Giger, Blackman, Miller and Dale Anderson (Moto-Meister Mai). Darryl Lumbattis, new to CMC, held his Maico wide open to try and stay ahead of Myerscough. By the end of the race, Myerscough was by Lambattis but not by much. Reid took the overall win.

With a brand new Moto-Meister Maico under him, "Terrible" Tim Lunde got on the line with the other Open Pro riders and psyched himself up for his third race of the day. Bill Jewell, who also rides for Moto-Mesiter, took off first for an early lead. Chris Chaffee poked his Yamaha into second with Lunde in third. Chris made one lap before the base gasket blew. Jewell held off Lunde for three laps and then Tim took total command of the race. Peter Wanket wrestled his Yamaha to second with Jewell third.

YAMAHA

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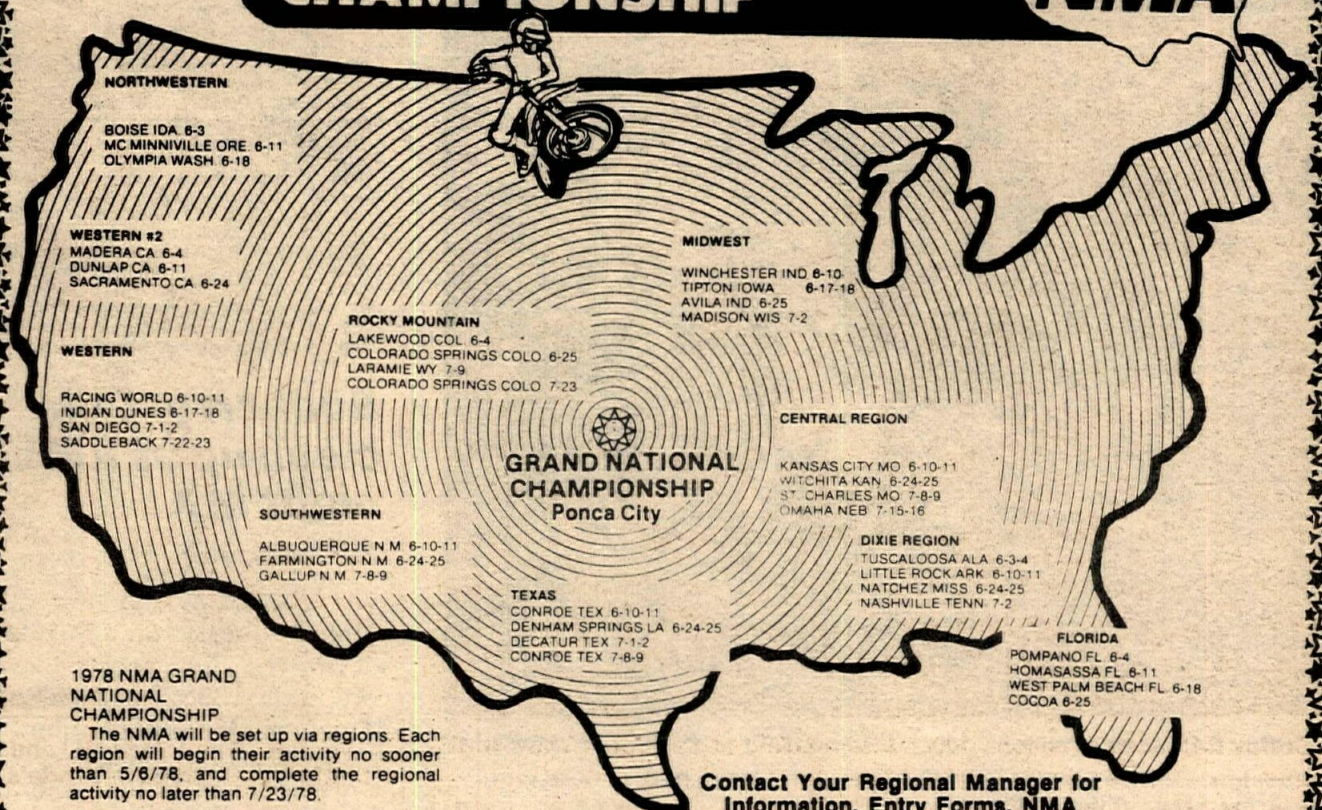

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David Seekins (38N), a winner in AME Minicross action, battles here with Walter Armendariz at Indian Dunes.

After the moto, word had it that Up-Tite Husky rider Alan Smith was taken to the hospital with a possible broken leg. He was involved in an awful crash at the top of the start hill.

In the second moto Bill Rubly had the rest of the riders behind him only to have Lunde swoop the lead away from him for the win. Wanket and Jewell took the next points with Rubly finishing the race in fourth.

After all of the races had been tallied and the checks written, Tim Lunde went home with $360.

Results

100 JR: 1. Lloyd Thomas (Yam); 2. Brian Fountain (Yam); 3. Darren Hadley (Suz).
100 INT: 1. Robert Omectin (Yam); 2. Woody Carlson (Yam).
100 PRO: 1. Tom Wilson (Yam); 2. Randy Bojorquez (Suz).
MINI JR: 1. Gary Rust (Yam); 2. Mike Lockwood (Suz); 3. Tony Asa (Suz).
MINI INT: Dave Crigler (Suz).
125 PRO: 1. Brian Myerscough (Suz); 2. Tim Lunde (FMF/Suz); 3. Randy Hess (FMF/Suz).
125 INT: 1. Hayward Flint (Suz); 2. Chris Harrold (Suz); 3. Andy Northrup (SOP).
125 JR: 1. Mike Rinaldi (Suz); 2. Vanya Samarin (Suz); 3. Vince Pablano (Suz).
250 PRO: 1. Warren Reid (Hon); 2. Lenny Giger (Kaw); 3. Brian Myerscough (Suz).
250 INT: 1. Scott Johnson (Hon); 2. Vincent Gonzalez (Hon); 3. David Fisher (Suz).
250 JR: 1. Roger Oien (Mai); 2. John Mello (J.T.); 3. Don Edwards (Mai).
500 PRO: 1. Tim Lunde (MM/Mai); 2. Pete Wanket (Yam); 3. Bill Jewell (MM/Mai).
500 INT: 1. Alan Olson (Mai); 2. Chris White (Yam); 3. Art McCain (Suz).
500 JR: 1. Tom Thomas (Yam); 2. James Escamilla (Mai); 3. Danny Schlossberg (Yam).

Seekins gets what he seeks at AME Minicross

By Judy Greenberg
Photos by Bob Greenberg

VALENCIA, CA, MAY 19

Doug Gentry and Ronnie Eversole (R&D) put their Suzukis into an immediate duel as they fired off the line in the 105cc Mini Open class during AME's American Minicycle's Friday night races. Ted Knipe had full control of third, keeping David Seekins, Gary Szilagyi and Jason Wagenr behind him. But when Knipe got wavy around the sweep, Seekins moved by.

Eversole laid on the gas and pulled to Gentry's side at the first tower jump, but Gentry had enough of an edge to stay in front around the sweep. The changeover came when Eversole shot to the inside of the ess, emerged in the lead and proceeded to hold Gentry back for several laps. When it came down to the wire, Gentry tried to make a final pass, and both riders went down, leaving the winning spot to Seekins.

Eversole, plagued with bike trouble, didn't join the second moto. Gary Szilagyi grabbed the holeshot, as Seekins, Gentry, Knipe and Wagner charged after him. Genry pressed Seekins, as Seekins pressed Szilagyi, but the "mighty mini" kept charge for three laps until the longer-legged guys won out. Seekins was first to take over, and then Gentry, who held it through the flag. Seekins took first overall.

The first moto of the 9-11-year old Modified Juniors showed Andy Ellis taking charge out of the gate. Charlie Morris, Walter Armendariz and Jason Wagner swapped around the second spot. As the trio flew over the tower jumps together, they got a little too close, and Wagner found himself off the track and heading into the hairpin backwards. By this time Ellis was untouchable. Armendariz got some breathing room when Morris went down hard in the hairpin. Wagner was running hot trying to make up the time he lost, finishing third.

Armendariz took command of the second moto and never looked back. Ellis went to the right and to the left looking for a way around Wagener. Once he was by, Wagner tried to get it back by watching Ellis' lines and hung close waiting for one mistake. When Ellis got squiggley on the downhill, Wagner followed suit and had to settle for third.

Results

PEE WEE MOD: 1. Tyrone Trent (Itj).
JR CYCLE MOD EX: 1. Gary Szilagyi (Suz); 2. Buddy Dumo (Suz); 3. David Seekins (Itj).
JR CYCLE MOD INT: 1. Walt Armendariz (Itj); 2. Raymond Swearinger (Suz); 3. Larry Turner (Itj).
JR CYCLE MOD JRS: 1. Joey Rodriguez (Suz); 2 Marty Rickard (Suz); 3. Justin Souza (Itj).
JR CYCLE STOCK INT: 1. Walt Armendariz (Itj); 2. R. Swearinger (Suz); 2. J. Rodriguez (Suz).
JR CYCLE STOCK JRS: 1. Joey Rodrquez (Suz); 2. Brad Gentry (Itj); 3. Marty Rickard (Suz).
105 MINI OPEN: 1. David Seekins (Suz); 2. Doug Gentry (Suz); 3. Gary Szilagyi (Suz).
83cc INT MOD: 1. Doug Gentry (Suz); 2. Ted Knipe (Suz); 3. Tim Shelton (Suz).
83cc MOD 12 & JRS: 1. Andy Nelinger (Suz); 2. Rick Jurado (Yam); 3. Cam Johnson (Yam).
83cc STOCK JRS 12 &: 1. Andy Nelinger (Suz); 2. IRichie James (Yam); 3. Cam Johnson (Yam).
83cc MOD JRS 9-11:1. Walt Armendariz (Suz); 2. Andy Ellis (Suz); 3. Jason Wagner (Yam).
83cc STOCK JRS 9-11: 1. Andy Ellis (Suz); 2. JAson Wagner (Yam); 3. Frank Darr (Yam).
83cc STOCK JRS 9-11: 1. Buddy Dumo (Suz); 2. Mouse McCoy (Suz); 3. John Gersjes (Yam).
83cc STOCK BEG 12 &: 1. Quint Paige (Yam); 2. Juan Marales (Yam); 3. Steven Kanke (Yam).
83cc STOCK BEG 9-11: 1. Mike Hammond (Hon); 2. Todd Parker (Suz); 3. Richard Alexander (Yam).

Sudberry, Cole clean up at AME night MX

By Lee Taylor

VALENCIA, CA, MAY 19

Mike Sudberry, on a Suzuki out of Desert Suzuki, took the overall win in the 125cc Intermediates at American Motocross Enterprises' Indian Dunes night motocross. Off to a rough start in the first moto, riders were flying all over the track heading along the fence line. Picking his way through the chaos was Brad Williams (Suz-Cross Roads Suzuki) in the lead with Dave Barberio in second, Terry Randall (Suz-Red Racing Eng.) third and Chris Bercaw fourth.

A heavy battle went down between Williams and Barberio until Barberio went down just past the tower. Williams opened up a super lead and held it to the end with a whole string of contenders fighting for second. Bercaw took over second and Sudberry finished the moto in third.

The start of the second moto was just as mad as the first with several riders going down at the top of the hill. Bercaw, emerging intact, led the pack on into the first lap with Williams battling side by side in second.

When the white flag came out, Dana Berg had taken over the lead, holding Sudberry to second with Steve Hutchens now up in third. Coming in for the checkered flag, the order remained with Sudberry taking top honors for the night. Berg claimed second overall and third went to Bercaw.

Eddie Cole (Kolbe C-A) took charge at the start of the 250cc Pros, on his way to another double-header with back-to-back wins in both the 250cc and Open Pro classes. Leading off in the first moto, he had Jim Tassano (Yam-Syklops) on his tail followed by Peter Snorteland, out on a new Kawasaki for Thrillseekers. Dave Haugh moved into third with Rick Guilmette (Suz-Aircone) hanging in for fourth. With riders going down all over the track, Cole held a firm lead to the end with Tassano holding second and Haugh third.

The second moto was an instant replay of the start of the first with Cole and Tassano leading. Dean Perry held third with Snorteland right on his tail. Coming down to the end of the moto Tassano fell back to fourth. At the finish line Cole came home to top money, Tassano finished fourth, but good for second overall and Perry, who finished the moto in second, took third overall.

Results

125 BEG: 1. Perry Williams (Hon); 2. David Simpson (Yam); 3. Marty Davis (Yam).
250 BEG: 1. Don Angel (Suz); 2. Brett Hall (Hon).
MINI JR: 1. Tom Stout (Yam); 2. Don Kokinda; 3. Kris Gangodean (Yam).
100 JR: 1. Ron Norwoods (Suz); 2. Randy Morales (Yam); 3. Gary Reichenbach (Yam).
125 JR DIV 1: 1. Perry Cendro (Suz); 2. Peter Whitwell (Hon); 3. Willie McMahan (Suz).
125 JR DIV 2:1. Randy Pretzer (Suz); 2. Paul Wolfe (Yam); 3. Greg Atkinson (Yam).
125 JR DIV 3: 1. Brian Alexander (Suz); 2. Henry Swain (Suz); 3. Roger Gauvin (Suz).
125 JR DIV 4: 1. Glenn Norkus (Suz); 2. John Kitchen (Hon); 3. Steve Kellick (Suz).
250 JR DIV 1: 1. Kurt Gengenbach (Suz); 2. John Ferro (Hon); 3. Arthus Clever (Yam).
250 JR DIV 2: 1. Don Van Acker (JD); 2. Kelly Reid (Yam); 3. Ricky Umbarger (Suz).
250 JR DIV 3: 1. Brian Woods (C-A); 2. Craig Glenn (Yam); 3. Jeff Sheets (Suz).
500 JR: 1. Ray Gibbs (JD); 2. Chris Dinajo (Suz); 3. Jim Douglas (Suz).
MINI INT: 1. Alex Atencio (Suz); 2. Billy Fullmer (Yam); 3. Eddie Green (Suz).
100 INT: 1. Jim Coffey (Yam); 2. Richard Ising (Yam); 3. John Langhammer (Yam).
125 INT DIV 1 : 1. Mike Sudberry (Suz); 2. Dana Berg (Suz); 3. Chris Bercaw (Suz).
125 INT DIV 2: 1. Greg Martinez (Suz); 2. Don Bizzy (Suz); 3. Dan Walker (Suz).
250 INT: 1. Don Bizzy (Suz); 2. Chris Mallory (Suz); 3. Scott Curtis (Yam).
500 INT: 1. Jerry Beaman (Suz); 2. Dennis Murry (Yam); 3. Rick Denney (Suz).
MINI EX: 1. Erik Kehoe (Yam).
100 EX: 1. Nick Athans (Suz).
100 PRO: 1. Rob Hammerich (Suz).
125 PRO: 1.John O'Mara (Suz); 2. Jim Holley (Yam); 3. Jerry Shore (Suz).
250 PRO: 1. Eddie Cole (C-A); 2. Jim Tassano (Yam); 3. Dean Perry (Hon).
500 PRO: 1. Eddie Cole (C-A); 2. Dave Haugh (Mai); 3. Dean Taylor (Mon).
VET: 1. David Rogers (Suz); 2. Keith Phillips (Suz); 3. John Hagey (Yam).
WOMEN'S DIV: 1. Cheri Seekins.

Miller, Turner are murder at Corona MX

By Elaine Jones

CORONA, CA, MAY 12

The difference between the Pros and the Sportsmen at Corona Raceway's Friday night motocross was evident from the drop of the flag. The first moto of the 250cc Experts went to Cross-Up/Spectra-sponsored Marty Miller as he outdistanced 14 others. Jeff Jennings, who recently switched from Suzuki to Maico, was home second and TMT's Vince Van Hook claimed third. Down the line and far from out of it with one moto to go were Paul Sedler and Ammex-mounted Gary Jones.

The second moto saw Hemet Cycle's Lance Burgess get the jump on Milller and Jennings. Phil Thorstensen and Jones were hanging close as the whole field bounced off one another as they battled around the course. Jones got by Thorstensen on the second lap and the top four were set. Thorstensen dropped back too far to make up the distance and had to settle for fifth. The overall went to Miller with Jennings second and Paul Sedler, with a 5-7, enough for third.

Terry Shekell did his wild-man act in the first moto of the 125cc Pros. Ron Turner, riding for Yamaha of Fontana, gave him a good run for his money but couldn't catch him. Dave Rose (Suz) was third.

Shekell broke on top in the second moto with Rose second and Turner third. DG-sponsored Rick Stout had fourth but was off the pace and had some catching to do. Shekell started pulling away from the rest of the field as Rose held off the charge of the rest of the field. Rose ran into trouble on the fourth lap and Turner and Stout moved up a notch. As the white flag came out, Turner had closed the gap on Shekell and put a move on him that gave him the win. Shekell and Turner ended up with a tie for first overall, with the nod going to Turner. Shekell

was second and Rick Stout picked up an easy third.

Results

UNATTACHED
MINI BEG: 1. Mike Saul (Suz); 2. Tony Tetone (Suz); 3. Greg Burian (Yam).
MINI NOV: 1. Dave Frear (Suz); 2. Dave Odem (Suz); 3. Mike English (Yam).
100cc BEG: 1. Todd Richards (Yam); 2. Ernie Becker (Suz); 3. Doug Aldridge (Yam).
100cc NOV: 1. Rob Chaplin (Yam); 2. Larry Hernandez (Suz); 3. Don Urbarek (Yam).
125cc BEG DIV 1: 1. Dave Horn (Yam); 2. Scott Gordon (Suz); 3. Tom Odem (Hon).
125cc BEG DIV 2: 1. Zane Hentrup (Yam); 2. Scott Kandel (Yam); 3. Ed Bravo (Hon).
125cc BEG DIV 3: 1. Gary Cranford (Yam); 2. Dwain Dahl (Yam); 3. Tom Hernandez (Suz).
125cc NOV: 1. David Callaway (Kaw); 2. Jeff Travis (Suz); 3. Mark Dwyer (Suz).
125cc INT: 1. Stan Cralvero (Suz); 2. Kinney Jones (Hon); 3. David Winters (Suz).
125cc PRO: 1. Ron Turner (Yam); 2. Terry SHekell (Suz); 3. Rick Stout (DG).
250cc BEG DIV 1: 1. Kevin J. Munn (Suz); 2. Paul Hernandez (Suz); 3. Dan Brown (Suz).
250cc BEG DIV 2: 1. Rick Cranford (Yam); 2. Darryl Bowles (Suz); 3. Dan Mouze (Suz).
250cc NOV: 1. Tim Harris (Yam); 2. Pryor Campbell (Suz); 3. Nick Peltzer (Yam).
250cc INT: 1. Rick Davis (Dustys); 2. Dave Coyle (FG); 3. Mike Meshkoff (Yam).
500cc NOV: 1. Dan Moore (Mai); 2. Mark Johnson (Suz); 3. Frank Cody (Yam).
500cc INT: 1. Louie Fernandez (Dustys); 2. Chris White (Yam); 3. Ed Peters (Mai).
HIGH SCHOOL
MINI SEN: 1. Mike Word (Norco); 2. Cary Faas (Esp); 3. Roman Pierson (M.V.).
100cc NOV: 1. Allen Lucas (Norco); 2. Danny Curtis (Norco); 3. Robert Clark (Hemet).
100cc SEN: 1. Toby Maynard (North); 2. Lance Lawson (Norco); 3. John Mazzacane (North).
WOMAN'S DIV: 1. Kelly Daugherty (M.V.); 2. Lisa Mazzacane (North); 3. Diane Clark (Hememt).
125cc NOV: 1. Cary Faas (Esp); 2. Scott Seeley (Norco); 3. Rod Drury (Esp).
125cc INT: 1. Brent Blount (Poly); 2. Steve McHugh (Esp); 3. Bob Blaylock (Cajon).
125cc SEN: 1. Vinnie DiPadova (Poly); 2. Todd Anderson (Poly); 3. Bruce Samll (Poly).
175cc NOV: 1. Rick Rodgers (D. Lugo); 2. Ernie Torres (Norco); 3. Jim Stevens (Norco).
175cc INT: 1. Mike McGurk (Norco); 2. Mike Kneven (Norco); 3. Bob Blavlock (Cajon).
175cc SEN: 1. Vinnie DiPadova (Poly); 2. Todd Anderson (Poly); 3. Bruce Small (Poly).
250cc NOV: 1. Bill Sarfaty (Poly); 2. Wayne Yarnell (Cajon); 3. Don Griewe (MV).
250cc SEN: 1. Robert Young (Hemet); 2. Jim Minteer (Esp); 3. Bill Jewett (Norco).
500cc NOV: 1. Bill Sarfaty (Poly); 2. John Gallagher (North); 3. Chrsi Wadleigh (Hemet).
500cc INT: 1. Roger Paddock (North); 2. Steve Baumgartner (Poly); 3. Robert Young (Hemet).

Burgess burns DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, MAY 14

Lance Burgess (Yam), riding for Hemet Cycle Center, is becoming the man to beat in DeAnza's 250cc Pro class. In the first round of action, Danny Jean (Suz) and Bill Ovelette (Yam) shot into the lead, leaving Burgess to make up for a less than perfect start. By lap five, however, Burgess had overtaken Ovellette and was pressuring Jean for the lead. Jean, who just got back after a long time out of the racing scene, wasn't about to give up with out a fight. The two riders were bumping handlebars in the corners and trading paint in the straights for the rest of the race. On the 10th lap, Burgess took over the lead. Jean began to tire and he remained in second for the rest of the race. Ovellette got third and Bill Pelto(Yam) came in a distant fourth.

In the next bout, Burgess got the holeshot and then took off. Ovelette was his main competition this time and the two of them were never more than four bike lengths apart. Jean was stuck in back of the pack after a poor first lap, but before long he was challenging Pelto for third. At the half-way point, the order was Burgess and Ovellette a few seconds ahead of Pelto and Jean. Danny Burtt (Suz) held down a solid fifth. It was on lap ten that Jean finally got around Pelto, but by then, the two leaders were long gone. The overall standings were identical to the last moto finishings.

The 125cc Expert class saw the return of Rick Stout (DG) an old time favorite at DeAnza, who won both motos over Thad Friday (Suz) and Marc McClure (Suz).

The Open Beginner class was taken by 12-year-old Eddie Michetti. Michetti was mounted on his father's Maico which was so tall that he couldn't even climb on it without a milk crate to step on. In spite of his obvious handicap, Michetti put in an impressive ride to capture all three motos. Kenny Austin and Randy Smith, both on Suzukis, got second and third.

Results

100 BEG: 1. Jim Patterson (Yam); 2. Monty Burcham (Suz); 3. Jim Wentz (Yam).
125 BEG: 1. Don Cavish (Suz); 2. Richard Hoffman (Suz); 3. Vin Viola (Yam).
125 NOV: 1. Bob Frye (Suz); 2. Greg Apostolou (Yam); 3. Bob Rowell (Suz).
125 INT: 1. Danny Purinton (Suz); 2. David Winters (Suz); 3. Chuck Greeson (Yam).
125 EX: 1. Rick Stout (DG); 2. Thad Friday (Suz); 3. Andrew Jefferson (Suz).
250 BEG: 1. Rick Vennum (Yam); 2. Dan Lamy (Suz); 3. Paul Hessel (Suz).
250 NOV: 1. Kelly McGuire (Suz); 2. Brian Hoffman (Suz); 3. Mark Bottorff (Yam).
250 INT: 1. Scott Quick (Suz); 2. Bob Broten (Yam); 3. Vincent Gonzales (Hon).
250 EX: 1. Lance Burgess (Yam); 2. Bill Ovellette (Yam); 3. Danny Jean (Suz).
OPEN BEG: 1. Eddie Michetti (Mai); 2. Kenny Austin (Suz); 3. Randy Smith (Suz).

Twelve-year-old Eddie Michetti couldn't touch the ground on his father's Maico, but he won the Open Beginner class anyway.

OPEN NOV: 1. Michael Hair (Yam); 2. Vic Williams (Suz).
OPEN EX: 1. Bill Pelto (Yam); 2. Doug Heil (Suz); 3. Don Simonian (Suz).
SR VETS: 1. Buster Lawrence (Suz); 2. Ed Michetti (Mai).

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A group of 125cc Juniors in action at Saddleback's Kawasaki Series race.

Williams walks away with Kawasaki Series MX

By Tom Corley

ORANGE, CA, MAY 14

The Continental Moto-sports Club is now sanctioning races every Sunday at Saddleback. On the second and fourth Sunday of each month a race is put on solely by the park crew but is sanctioned by CMC. Right now a really fine program is being put on by the park: The Kawasaki Motocross Series.

One man will walk away from this series with the best prize he's ever won and this will be a new Kawasaki 250cc motocross bike.

Many riders were surprised to find that the SAM high school program merged with this show so things didn't end and the riders didn't clear out of the pits till after 4:00 p.m.

David Williams of Wheelsmith Motorcycles proved to be the most successful racer of the day along with Lenny Giger. Williams had a very worthwhile race in the 500cc Pro class and ended up walleting the win. His Maico cranked hard in the first moto and he downed the eight other riders with no problem and this included close followers Alan Smith (Hus) and Val Tamietti (Mai).

Williams maintained his first place spot in the second moto and this time two following riders switched places as Val moved up to second and Smith was shoved back to third. Dave Williams' two firsts chalked up to the overall victory while Tamietti captured second over Alan Smith, John Hormuth, Carl Gieselman, Brian Craze, Steve Pflug, Jonny Clopton and Charlie Backus.

Results

100 PRO: 1. Adam Renteria (Yam); 2. Tim Hines (Yam); Tom Wilson (Yam).
125 INT: 1. Steve Pfaff (Suz); 2. Zach Halopoff (Suz); 3. Jim DeGaine (Yam).
125 PRO: 1. Lenny Giger (Kaw); 2. Rick Maki (Suz); 3. Ross Maeda.
250 JR: 1. Troy Manning; 2. Cliff Gerhard (Yam); 3. Monte Roy (Suz).
250 INT: 1. Tim Murphy (Hon); 2. Scott Johnson (Hon); 3. Jim Williams (Yam).
250 PRO: 1. Lenny Giger (Kaw); 2. David Williams (Mai); 3. Tim Tolar (Suz).
500 JR: 1. Jim Bunn (Suz); 2. Jim Potter (Hus); 3. David Throgmorton.
500 INT: 1. Pat Page (C-A); 2. Mark Lauzon (Suz); 3. Jim Beltinck (Mai).
500 PRO: 1. David Williams (Mai); 2. Val Tamietti (Mai); 3. Alan Smith (Hus).

Peterson takes it all at DeAnza hillclimb

By Brian Hamilton
Photo by Ron Lawson

SUNNYMEAD, CA, MAY 14

DeAnza's most recent hillclimb artists were met with a hill so tough that it was only conquered by one of the 68 entries. The promoter of this grueling event, Doug Hall, said this was "one of the most competitive hillclimbs we have ever run."

(Above) Kerry Peterson was the only one to conquer the DeAnza hill. (Below) George Tidwell held the high mark after the first round at DeAnza.

One of the more unusual sights witnessed by the cliff-climbing crowd was a bouncing 500. This was a big Yamaha equipped with a dune-buggy paddle tire ridden by Paul Baxter. The rear tire was so oversized that it bounced the bike all the way to the bottom of the hill almost every time it went up. It still managed to finish second in the 650 Modified class at the cost of three sets of handlebars. First place was taken by Tom La Rue.

With more than half of the day gone, it looked as though no one would master the threatening slope. The high mark at the halfway point was George Tidwell's 200 feet. Kerry Peterson, however, became the star of the show when he piloted his twin cylinder Yamaha up and over the top of the big hill. The crowd went wild after his great ride and he probably found it hard to believe himself. Peterson tried the hill one more time in the Exhibition class, but his bike dug a trench four feet from the top. It was still good enough for the second highest score overall. Peterson went home with first place in the 250cc Modified class, the 400cc Modified class, the 750cc Open class and the Exhibition class, not to mention the two best scores of the day. Tom La Rue was the only one to come close to Peterson with his 212-foot mark in the Exhibition class.

The Minis are always a fun class to watch, but this hill was so loose that few could make it above the 50-foot mark. By the second round, the hill was so chewed up that none made it above 20-feet. First place went to Ralph Cooper, followed by Michele Childen.

Dorothy Rowe shines on Corona half mile

By Elaine Jones

CORONA, CA, MAY 17

It was a summertime Wednesday night at Corona Raceway's half mile/short track and the riders were out in force to enjoy it. As things turned out it was Ladies' Night and the only lady racing put on some kind of show.

A preview took place in the Open Amateur Expert half mile. Dave Peters was the first man off with Paul Eggleton, a visitor from Canada, in second and Ray Lovell third. Rowe, at this point, was back in eighth. Eggleton took over from Peters on the second lap and as they came around on three Jim Culliman had slipped by Lovell to claim fourth.

Meanwhile, back in the pack Terry Statum and Rowe started picking their way through traffic and had disposed of Lovell and were eyeballing the front runners. Dorothy played "ladies' first" with Statum on the next lap and with three laps to go it was a question of having enough time. She waited till the last possible moment, got a lucky break when Eggleton succumbed to bike problems, and did a piece of fancy riding that saw her take Peters and the checkered flag.

The Open half mile Money race saw Dorothy out behind Don Frauenberger and the duel was on. Eggleton was right there in third and very much in it. The top three remained constant until the sixth lap when Dorothy pulled a sneaky and went under

Frauenberger to take over the lead. From there on out all Fraunenberger and Eggleton could do was follow Rowe home.

Pete Hames had another outstanding night for himself as he went wire to wire in both the short track and 250cc half mile Money race and in both instances it was Todd Brown and Mike Paulson who followed him home.

Terry Singleton had his moment of glory as the 250cc Amateur/Expert half mile had his name on it and no one was able to touch him. Mark Butler and Steve Stivers were second and third in that one.

Dave Peters broke on top in the Open Amateur/Expert short track, but Shawn Leipold came blasting around and moved from third to first by lap two. It was too much for the bike as transmission problems cut his race short. Peters was back on top but the mechanical finger of fate touched him and Terry Statum was in control with Ray Lovell moving to second. Peters got things sorted out but the cost had been too great and he had to settle for third.

Results

SHORT TRACK

MINI: 1. Greg Nelson (Yam); 2. Danny Perez (Yam); 3. Roger Thompson (Yam.

125cc NOV: 1. Scott Bullard (Hon); 2. Don Young (Yam); 3. Chuck Soares (Hon).

125cc AM/EX: 1. Jimmy Rose (Yam); 2. Mike Redding (Yam); 3. Ross Klatt (Hon).

250cc NOV: 1. Mike Roach (Hon); 2. John Perez (yam); 3. Greg Beresford (Yam).

OPEN NOV: 1. Ross Klatt (Yam); 2. Mark Butler (Yam); 3. Scott Shoup (Yam).

OPEN AM/EX: 1. Terry Statum (Yam); 2. Ray Lovell (Yam); 3. Dave Peters (Tri).

MONEY: 1. Pete Hames (Yam); 2. Todd Brown (Yam); 3. Mike Paulson (Yam).

HALF MILE

MINI: 1. Greg Nelson (Yam); 2. Danny Perez (Yam); 3. Kevin Clark (Yam).

125cc NOV: 1. Scott Bullard (Hon); 2. Fuzzy Soares (Hon); 3. Bruce Nordstrom (Yam).

125cc AM/EX: 1. Mike Redding (Yam); 2. Darren Halbert (Yam); 3. Jim Rosa (Yam).

250cc NOV: 1. Mike Roach (Hon); 2. Jim Rosa (Yam); 3. Bob Callaway (Kaw).

250cc AM/EX: 1. Terry Singleton (Ammex); 2. mark Butler (Yam); 3. Steve Stivers (Suz).

OPEN NOV: 1. Ross Klatt (Yam); 2. Darren Hulbert (Yam); 3. Scott Shoup (Yam).

OPEN AM/EX: 1. Dorothy Rowe (Yam); 2. Dave Peters (Tri); 3. Mike Paulson (Yam).

OPEN MONEY: 1. Dorothy Rowe (Yam); 2. Don Frauenberger (Yam); 3. Paul Eggleton (H-D).

Over the Hill Gangs meet for shootout

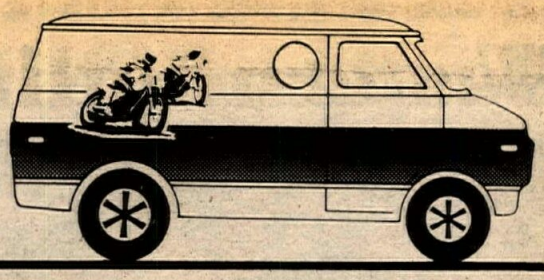
By Du Du Dan Iafelice

EDWARDS AFB, CA, MAY 7

The race held at Edwards Air Force Base by the Over the Hill Gang was a smashing success. At the "Over the Hill Gang Motocross Nationals," the Gang was given kudos by almost all who attended. Adding to great weather and a super-challenging track, the "freebies" (thanks to a long list of contributors) were accepted graciously by all the entrants. There were give-aways galore. Every entrant received something. Everyone was more than willing to lend a hand as the race day went off right on schedule.

One hundred fourteen OTHGA members showed their colors including the North and Las Vegas chapters. A large number of the Old Timers MX Association and Veteran class riders helped to make the race a topic of bench racing for a time to come.

Some classes were split into A and B divisions because of the lack of space at the starting gate. This was the case of our Novice "A" division which was won by Yamaha-mounted Jester Jerry who finished 1-1 for a secure first overall.



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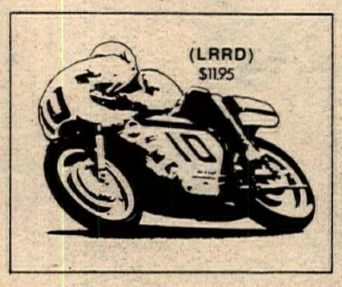

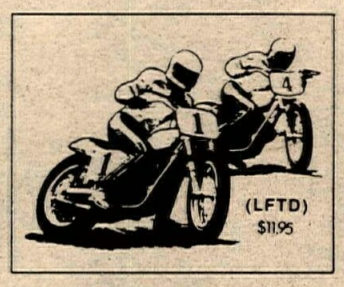

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Todd Baldwin stormed the 125cc Intermediate class at DeAnza.

The Novice "B" division riders were scored separately from the "A" division, as we watched Gitty-Up Gary (North) lead the parade to the checkered in both motos.

Forty-two Intermediates also had to be divided into two divisions. Cute Connie (Mai) took home the gold for Division "A". Second place went to a Vegas rider by the name of Majestic Mojeske (is that Italian??) and a 2-3 ride gave Trash Terry (North) a secure third.

Division "B" Intermediates saw Buffalo Bill (North) take his Maico to an overall victory, followed closely by the North's Hang-On Harold (no relation to the Novice's Hang-On Harold).

Race eight saw 18 throttle happy Amateurs leave the gate with just about any one of them a potential overall winner. Jumbo Jim (North) left no doubt as he put together a pair of back to back wins for first overall. Suzuki-mounted Kaptain Kirk finished with a 3-3 series for second, followed closely by Dumpin Dan (Vegas) who walked home with third place.

Talk about fast!! What a group we had from our Expert class. Runny Ron Gibson made it look easy as he smoothed out the whoops on the sandy two-mile course, chalking up consecutive wins for an undisputed first overall.

Lanky Larry got bogged down in traffic in the first race, but wasn't far behind in the second moto. Larry settled for a secure second for the day. Dicing with Larry was Putt Putt Pete (North), but he could do no better than 3-3 for third overall.

Results

EXPERTS: 1. Runny Ron (KTM); 2. Lanky Larry (Yam); 3. Putt Putt Pete (Mai).
AMATEURS: 1. Jumbo Jim (Yam); 2. Kaptin kirk (Suz); 3. Dumpin Dan (Yam).
INTERMEDIATES — DIV A: 1. Cute Connie (Mai); 2. Majestic Maojeske (Hus); 3. Trash Terry (Yam).
INTERMEDIATES — DIV B: 1. Buffalo Bill (Mai); 2. Hang-On Harold (Hus); 3. Come-On Chuck (Mai).
NOVICES — DIV A: 1. Jester Jerry (Yam); 2. Draftey Dennis (Suz); 3. Downer Darrell (Yam).
NOVICES — DIV B: 1l Gitty-UP Gary (Bul); 2. Redneck Rex (Yam); 3. Dorito Dan (Yam).

Baldwin bombs DeAnza Sportsmen Day MX

By Ron Lawson

SUNNYMEAD, CA, MAY 21

Promoter Ed Michetti drew a huge crowd to DeAnza Cycle Park with his special Sportsmen Day motocross. Tempted by $1500 in contingencies and 100% trophies, the riders flocked to DeAnza.

One of the most impressive of all the sportsmen was Todd Baldwin (Suz). In the first moto of the 125cc Intermediate class, he screamed his Suzuki into the elad and then took off. Danny Purinton, riding for Pizza & Stuff and Redland Suzuki (two of the sponsors of the event), stayed with Baldwin in the early laps of the race,

Scott Cavness holeshot the 250cc Pros at DeAnza, but DNF. Cavness won the Open Pro class, however.

but then began to fall back. Alan Chiminatta (Suz) held a solid third ahead of Don Jackson (Yam) and Ron Taylor (Suz), who were locked in a close dice. Jackson broke free and began to challenge Chiminatta on the ninth lap, but then he fell and dropped back to seventh place. When the checkered flag came out, the order was Baldwin, Printon, Chiminatta, Jack Murchall (Suz) and Taylor.

In the next moto, Purinton got the holeshot. He led Chiminatta and Baldwin for half of the race, then Baldwin made his move and captured the lead, For the rest of the race, they remained in that order. Fourth place was taken by Andy Orescanin (Suz), who got fifth overall behind Murchall.

The 250cc Intermediate race was one of the closest of the day. The first round was taken by Scott Quick (Suz) who ran an excellent race, leading from line to line. Second place was taken by David Clement (Yam) followed by Mike Meshkoff and Brian Tolson (Suz).

It was in the second moto that things were turned upside down. Bob Broten (Yam), who threw a chain in the first race, gto the holeshot and didn't let go. Brad Smith (Yam) held second while Tolson edged out Quick for third. Quck's tire then went flat and he soon found himself in the back of the pack. When they came around for the last lap, it was Broten, Smith, Tolson and Meshkoff. Overall standings put Smith on top followed by Tolson, Meshkoff and Broten.

Quite a few Experts were there also, attracted by the fattened purse. Lance Burgess (Yam) won the first 250cc Expert moto, but he was protested. It seems that in the early laps, he got tangled up with another rider and ran off the course. Instead of coming back on the track at the same spot he ran off, he cut out a section of S turns, repassing several riders. Officials caught this and penalized him a lap. The first moto win then went to Robbie Brand (Yam).

The second saw Burgess and Brand run away with it once more, but this time they were both the object of the same type of protest as in moto one. A confused but happy Bill Pelto (Yam) was awarded first place after officials verified the protest.

After the races, the top placers in each class dipped into a grab-bag and came out with gift certificated from Redlands Suzuki, Yamaha of Redlands, Pizza & Stuff, DeAnza Cycle Park and Trackside Photo Service. Even the last place finisher in each class didn't go away empty-handed. Bel-Ray products were awarded to them as well as small trophies.

Results

MINI BEG: 1. Michael Finders (Suz); 2. Terry Knight (Yam); 3. Gustavo Nava (Suz).
MINI NOV: 1. Tim Gregory (Suz); 2. Dave Frear (Suz); 3. Don Sigrist (Yam).
100 BEG: 1. Mike Grieco (Yam); 2. Jim Patterson (Yam); 3. Chad Werner (Yam).
100 NOV: 1. Allen Lucas (Yam); 2. Ron Wilison (Suz).
125 BEG: 1. Rusty Hannah (Suz); 2. Tom Hodgin (Suz); 3. Carl Puckett (Yam).
125 NOV: 1. Greg Apostolou (Yam); 2. Mark Dwyer (Suz); 3. Bob Frye (Suz).
125 INT: 1. Todd Baldwin (Suz); 2. Danny Printon(Suz); 3. Alan CHiminatta (Suz).
125 EX: 1. Andrew Jefferson (Suz); 2. Dave Rose (Suz); 3. Craig Gormley (Yam).
250 BEG: 1. Richard Anderson (Yam); 2. James Dove (Yam); 3. David Stewart (Yam).
250 NOV: 1. Kelly McGuire (Suz); 2. Alan Painter (Hon); 3. Dave Koch (Yam).
250 INT: 1. Brad Smith (Yam); 2. Brian Tolson (Suz); 3. Mike Meshkoff (Yam).
250 EX: 1. Bill Pelto (Yam); 2. Randy Fleming (Yam); 3. Danny Dilkey (Suz).
OPEN BEG: 1. Ton Bayus (Yam); 2. Ron Rogers (Suz); 3. Larry Upthegrove (Yam).
OPEN NOV: 1. Anthony Cunningham (Suz); 2. Terry Strictland (Yam); 3. John Mohr (Suz).
OPEN INT: 1. Whitey Gregory (Mai); 2. Roy Burton (Suz); 2. Dennis McCoy (Yam).
OPEN EX: 1. Scott Cavness (Suz); 2. Jim Lowe (Mai); 3. Chip Howell (Hus).
BEG VETS: 1. Dean Saunders (Suz); 2. Pete Kinney (Yam); 3. Jim Nary (KTM).
INT VETS: 1. Paul Wilde (Yam); 2. George Anderson (Suz); 3. Dinky Denny (Yam).
SR VETS: 1. B. Lawrence (Suz); 2. George Spellman (Suz).

Shekell, Staten smoke Corona MX

By Elaine Jones

CORONA, CA, MAY 5

Clear, brisk weather brough the crowds out en masse not only to see some of California's finest motocross riders but two loaded classes of Odyssey machines with their slightly demented drivers. Piloting an Odyssey is best compated to sitting on a rubber ball and having someone give it a swift kick. They have more bounce per ounce than anything going and its not unusual to find them upside down or on their side depending on how they boomeranged. Gray Markey topped Allen Kaitz and Fred Robles in the Modified Division and Fred Wing walked away from Steve Elsenhawer and Jerry Goodman in the Stock Division.

Terry Shekell, riding for ECS, was very much in charge of the 125cc Pro Class. In the first moto Shekell was out ahead of the FMF's Ron Turner and Dusty's Cycle's Robert Gray. C.H. Motorcycle's Fred Conover and the Willard Construction Suzuki of Dave

Rose rounded out the top five, but before the end of the first lap, Gray was out and Conover and Rose had moved to the three, four spots. On the second lap Conover moved on Turner and came up with second. He was able to hang onto it for two more laps before Turner reclaimed his spot. Meanwhile Shekell was putting all kinds of distance on the field and could almost have stopped and had coffee. As the white flag came out Rose went for it, got around Conover and was pressing Turner when they hit the checkered.

The second moto again saw Shekell Banazi off the line and this time it was Conover and Rose in the close pursuit with Turner and Rick Stout in the four/five spots. Everybody was cool until the second lap when Turner decided he wanted a closer look at the front two and slipped by Rose for third. It must have unnerved Conover because he made a bad mistake and dropped to fifth. From there on out everbody rode heads up, defensive motocross and the second moto finish was the same as the overall, Shekell, Turner and Rose.

The Open Pro race looked like the Santa Ana Freeway at rush hour as 17 turned out. It was Phil Thorstensen who outsmarted everyone off the line in the first moto with "Rocket" Rex Staten, the Bassett-sponsored flash in second, and Team DG's John Greenway in third. Lance Burgess, the outstanding rider from Hemet Cycle was a solid fourth ahead of FMF's Steve Musgrave. It didn't take Staten very long to assume position at the head of the field and from the second lap on he was in charge. Thorstensen held off Greenway for second. Marty Miller, the Cross-Up man, worked his way through traffic and was there at the end to claim the fourth.

It was Miller out on top in the second moto with Thorstensen coming up with another fantastic start in second and Staten third. Again it only took Staten one lap to dispose of Thorstensen and one lap later MIller had been dethroned and Staten led the way. Miller not only lost first but found himself sitting in fourth situation to go to third. The fourth lap saw Miller come back to life as he started fighting his way back. By lap five he was in third and on lap six he had second. Miller just didn't have enough left to challenge Staten and settled for second. Burgess let it all hang out on the last lap and moved himself from an out of the money fifth to a solid third. The overall was Staten, Thorstensen and Burgess. ●

Results

MINI BEG: 1. Mike Palozzolo (Yam); 2. Tony Tetone Jr (Suz); 3. Chris Taylor (Yam).

MINI NOV: 1. Dave Odem (Suz); 2. Ken Morton (Suz).

MINI EX: 1. Steve Shippy; 2. Eric Collins (Yam).

100cc NOV: 1. Rob Chaplin (Yam); 2. Ryan Eide (DG); 3. Larry Hernandez (Suz).

125cc beg div i; 1. Dave Horn (Yam); 2. Mike Knueven (Suz); 3. Greg Miyachi (Suz).

125cc BEG DIV 2: 1. Bill Colton (Suz); 2. Ron Varela (Yam); 3. Zane Hentrup (Yam).

125cc NOV: 1. Chuck Beck (Suz); 2. Todd Schaffer (Suz); 3. Ken Estep (Hus).

125 INT: 1. James DeGaine (DG); 2. Kinney Jones (Hon); 3. Ladell Eide (DG).

125cc PRO: 1. Terry Shekell (ECS); 2. Ron Turner (Yam); 3. Dave Rose (Suz).

250cc BEG DIV 1: 1. Darryl Bowles (Suz); 2. Kevin J. Munn (Suz); 3. Geroge Anderson (Yam).

250cc BEG DIV 2: 1. Don Mouse (Suz); 2. Dave Roberts (H-D); 3. Richard Belanger (Hus).

500cc BEG: 1. Pat Longfellow (Yam); 2. Guy Houden (Yam); 3. Rusty Delling (Hus).

500cc NOV DIV 1: 1. Brent Cannahan (Hon); 2. David Jones (Yam); 3. Pryor Campbell (Suz).

500cc NOV DIV 2: 1. Tim Harris (Yam); 2. Bart Onash (Yam); 3. Nick Pehzer (Yam).

OPEN INT: 1. Jeff Lysdale (Hon); 2. Mark Lavzon (Suz); 3. Dave Cyle (FG).

OPEN EX: 1. Rex Staten (Yam); 2. Phil Thorstensen (Suz); 3. Lance Burgess (Yam).

ODYESSY STOCK: 1. Gordon Briggs (Hon); 2. Steve Elsenhawer (Hon); 3. Jerry Goodman (Hon).

ODYESSY MODIFIED: 1. Gary Markey (Hon); 2. Allen Kaitz (Hon); 3. Fred Robles (Hon).

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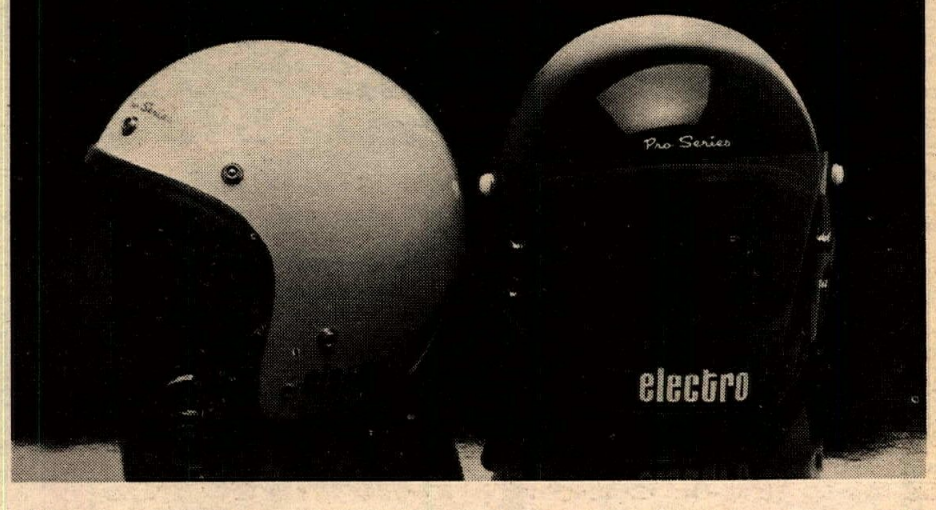

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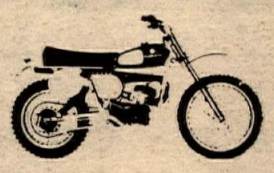

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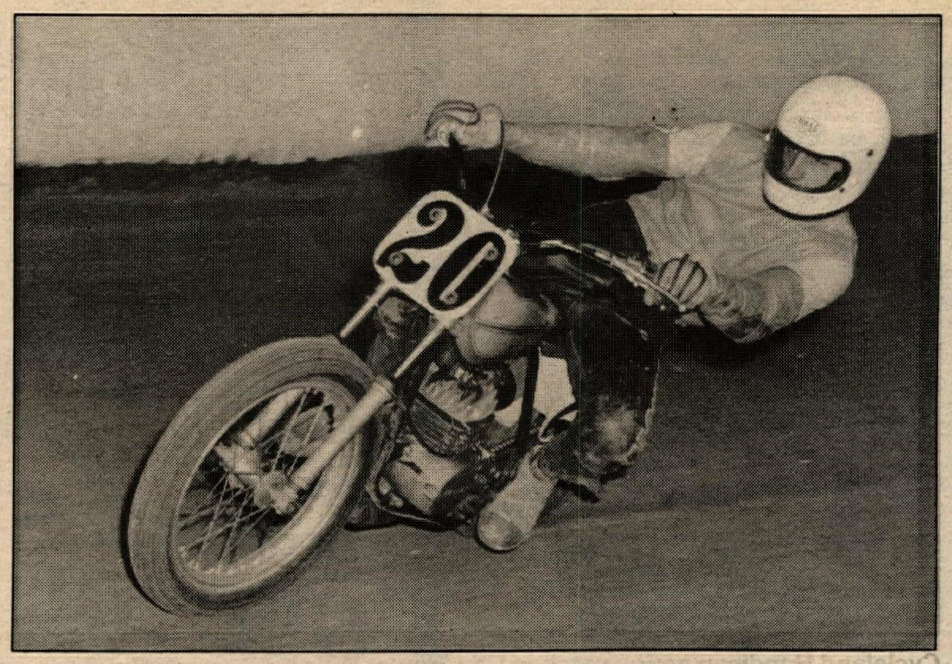


Lowell Moural continued to be one of Cyclelands top contenders.

Turner scores Sacto win

By Sallee Hilton

SACRAMENTO, CA, MAY 12

After a three-week delay, Sacramento Raceway opened its gates for a new season of Friday night motocross racing. The track, which had been a lake for much of the winter, was improved over last year by the addition of new dirt dumped by swimming pool contractors.

Fans were treated to some quality racing in the 125cc Pro class. Danny Turner, between halves of the AMA 125cc National Motocross Championship Series, flew his way to the overall win. Right behind in the first moto was Chappy Blose (Suz), a top contender in the Trans-AME Motocross Series, who gave Turner a run for his money. The two bumped elbows and swapped spots for the lead, but it was Turner who was there at the flag with a mid-air pass coming off the last jump.

Turner led all the way in the second moto, but Blose was on his tail and pushing hard. On the white flag lap Blose went down, leaving the win and overall to Turner. Back on the bike and charging, Blose crashed again, causing him a fifth place finish for the moto and giving second overall to Eric McKenna (Suz) for his third and second finishes.

One of the better races was the Mini Junior class, with Kenny Roper (Yam) claiming both motos for the trophy. Roper holeshot the first moto and cranked it on for a win.

He came off the gate fourth in the final, but moved easily to third. After a lap of dicing with Brad Avilla (Suz) he moved up to chase Steve Bost (Yam) for the lead.

Roper put the move on Bost for the overall win with Avilla second after two third place moto finishes. Bost and Shawn Freiling (Kaw) each had a moto second.

Results

MINI JR: 1. Kenny Roper (Yam); 2. Brad Avilla (Suz); 3. Steve Bost (Yam).

MINI INT: 1. Chris Lewis (Suz); 2. Greg Vlahos (Suz); 3. Phillip Saldivar (Suz).

100 JR: 1. Rick Cervantes (Suz); 2. Craig Hackett (Yam); 3. Mike Randal (Suz).

100 INT: Shawn Walkingstick (Yam).

VET : OLD TIMER: 1. Joel Roitinger (Mail); 2. Frank Hicks (Suz); 3. Mike McKee.

125 JR: 1. Jim Breneisen (Suz); 2. Tom DuPont, Jr. (Suz); 3. Rick Nichols (Suz).

125 JR: 1. Jaimie Adams (Suz); 2. Dane Wiggins (Suz); 3. Willie Vance (Suz).

125 INT: 1. Kevin Ichimura (Suz); 2. Thomas Walton (Suz); 3. Jimmy Robertson (Suz).

125 PRO: 1. Danny Turner (Yam); 2. Eric McKenna (Suz); 3. Chappy Blose (Suz).

250 JR: 1. Craig Boling (Suz); 2. Wayne Snow (Yam); 3. Casey Brooks (Hon).

250 INT: 1. Freddy Bercier (Suz); 2. Jay Lewis (Suz); 3. Michael McCann (hon).

250 PRO: 1. Gene McKenzie (Hus); 2. Tony Sauer (Yam); 3. George Cheatham (Yam).

OPEN JR: 1. Harry Bradwell (Suz); 2. Ed Zinda (Mai); 3. Jim Dana (Yam).

OPEN INT: William Rogers (Yam).

OPEN PRO: 1. Rick Woodson (Mai); 2. George Cheatham (Yam); 3. Daniel Bousquet (Mai).

Sudberry soaks Cycleland ST

By Ernie Aldrich
Photos by E. W. Dominie

CHICO, CA, MAY 13

Short Track action resumed at Cycleland Speedway Saturday as local riders continued their domination of the 250cc Expert and 250cc Handicap main events.

In the 12-lap 250cc Handicap main, John P. Sudberry overcame his handicap with great relish. Starting from the 35-yard line, he ran eighth, seventh, then sixth until lap seven when the race was restarted due to a downed rider, Mike McAvoy.

From the restart, Sudberry ran fifth, then consumed a rider a lap for his win. Junior Chuck Atkinson was second and Novice Dirck Sauer held third. The top three rode Yamahas.

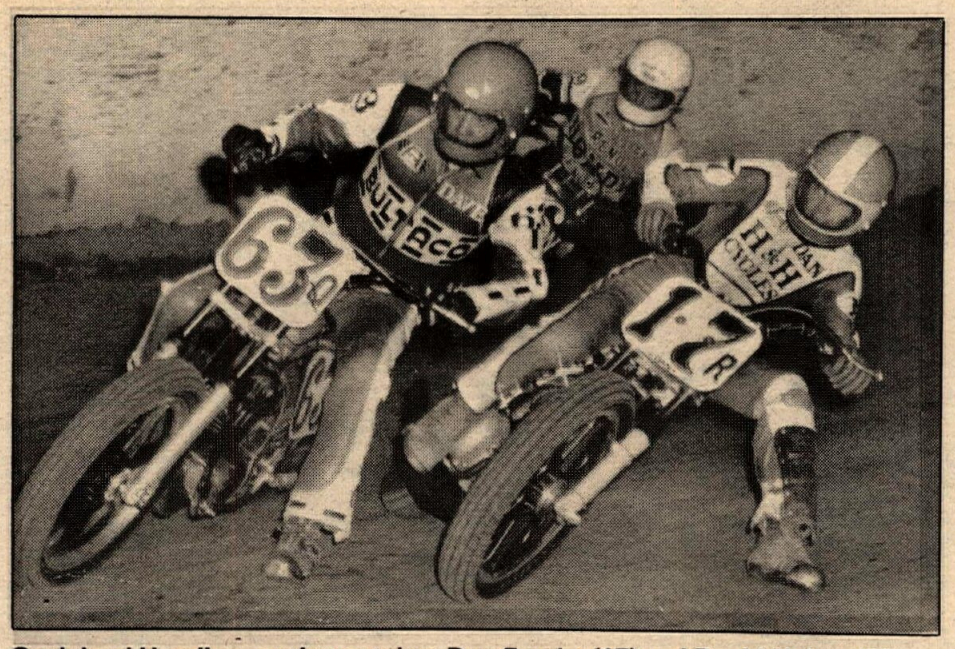
In 250cc action, the Expert main was won by Ken Gray, 1977 Cycleland 250cc Expert High Point Champ. He took the lead at the green flag and maintained his advantage to the finish. Sudberry was second, Bob Gibson third, Dan Fowler and Mike Freeman fourth and fifth.

Winning is becoming a pleasing habit for 100cc Mini Expert Mike Cagle. The 1977 Cycleland 100cc High Point Co-Champ rode his Suzuki to the only trophy in the class for the second straight week.

In the next main, 125cc Novice Don Roberts was first out of the hole and never looked back. His Yamaha kept him well in front of Mike Snider's hot Honda. Larry Barkhouse (Yam-Yuba City) was third.

The 250cc Novice main not only starred the same three Yamaha riders that nailed down last week's trophies, but they finished in the same order. Bill Scott was first, followed by Dirck Sauer and George Cummins. Ted Haines was fourth.

Terry Atkinson got off to a good



Cycleland Handicap action catches Dan Fowler (17) and David Nakao (63) goin' at it.

start as his Suzuki carried him to the 200cc Junior main win over Bob Boeller (Yam). Mike Egbert finished third. This was the first trophy of the season for Boeller, who was last year's Cycleland 200cc Novice High Point winner.

Jim Brubaker and Phil Backerick were too sharp for Dan Duerr, who finished third in the 250cc Junior main.

John Heemsbergen (Hon) notched his third straight win in the 360cc Junior main. Leon Fowler (Yam) was second.

Results

80cc MINI NOV: 1. Kim Atkinson (Suz); 2. Joey Gresham (Yam) 3. Walt Bevens (Yam).

100cc MINI JR/EX: Mike Cagle (Suz).

125cc NOV: 1. Don Roberts (Yam); 2. Mike Snider (Hon); 3. Larry Barkhouse (Yam).

250cc EX: 1. Ken Gray (Bul); 2. John P. Sudberry (Yam); 3. Bob Gibson (Bul).

250cc NOV: 1. Bill Scott (Yam); 2. Dirck Sauer (Yam); 3. George Cummins (Yam).

200cc JR: 1. Terry Atkinson (Suz); 2. Bob Boeller (Yam).

250cc JR: 1. Jim Brubaker (Bul); 2. Phil Backerick (Tri); 3. Dan Duerr (Bul).

360cc JR: 1. John Heemsbergen (Hon); 2. Leon Fowler (Yam).

250cc HANDICAP: 1. John P. Sudberry, 35 yrd. Hcp. (Yam); 2. Chuck Atkinson, 15 yrd. Hcp. (Yam); 3. Dirck Sauer, no Hcp. (Yam).

Some people get all the breaks

By Jan Newman

PORTLAND, OR, MAY 18

Everybody has had bad days, but did you ever have one of those *bad* days? Ever know anyone who has more than their share of that? Steve Phillips is turning out to be that kind of guy.

'Twas less than a year ago, June 23, when Steve got the holeshot in the second moto of the 250cc Pros at Delta Park. As he hit the first berm it gave way and he went down with his leg under his bike. There were all those other guys behind him, and when it was all over Steve came out with a compound fracture of the leg. It was one of those breaks which prompts the big medical men to almost automatically announce that "you may lose the leg."

In the insult to injury department, after finally convincing the hospital crew not to cut off his brand new leathers, and going through the agony of having them removed over the badly damaged leg, the leathers mysteriously disappeared, never to be seen again.

Steve's leg slowly mended albeit a little bent. He looked forward to a summer of local racing in preparation for hitting the trail in the Trans-AMA support class. After that he would go for some corrective surgery on the leg. He had ridden a couple of times at other tracks, but Thursday was his first time back out at Delta Park, one of his favorite tracks.

In the first 250cc Pro moto he was not in the front of the pack, but riding steady when the last lap flag came out. On the back of the course there was a rider down in the bog.

As Steve tried to motor around him, Dave Didier came at him from the side. Steve recalled his front wheel washing out a little, then finding himself and his bike outside the fence with a big blank in the middle. He did note, however, a severe burning sensation in his leg. He rebroke the same leg in the same place. The corrective surgery will come a lot sooner than planned. Next week, as a matter of fact. If you've got a spare card or word of encouragement, mail it to Steve at 5428 S.W. 65th, Portland, Ore. 97221.

Meanwhile, the other 17 250cc Pros put on a real show for the larger than normal crowd on a balmy evening. Jerry Pillar (Yam) won the first moto after passing Reid Goldmann (Hon) in the early laps. Barney Newman (Mon) and Clay Azar (Yam) stacked up behind Reid, looking for a hole which never came. Clay did find a spot to get around Barney in the final turn. Moto two was a parade of Tim Michlitsch, Newman and Pillar all the way.

Jim Anderson (Suz) led all the way in the first 125cc Pro moto. Clay Azar (Yam) worked up through the troops to wind up second. Jim took the lead from Scott Isbell (Suz) for the second win while Clay was trying to repeat his performance behind him. With two laps to go, Clay and Kevin Lane got in a tangle over second place and both lost out.

Clay's crash put him out of the 250cc and Open classes also. In the first Open race he had given Barney Newman (Mon) a wire-to-wire run for the lead. With Clay out, Newman had an easier run for the second win. Montey Mitchell (Mai) pulled out a second when Ron Sun (Hus) found one of those nights when he couldn't do anything right.

Results

MINI JR: 1. Mike Hauskins (Yam);2. Marty Zirbel (Suz; 3. Terry Krause (Suz).

MINI INT: 1. Richard Bragg (Suz); 2. Art Moffett (Suz); 3. Sean Leichner.

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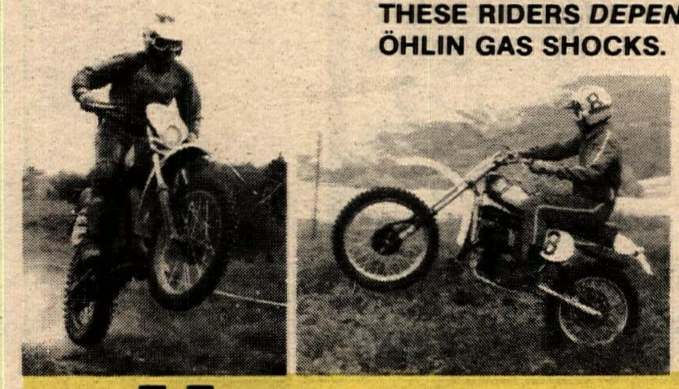

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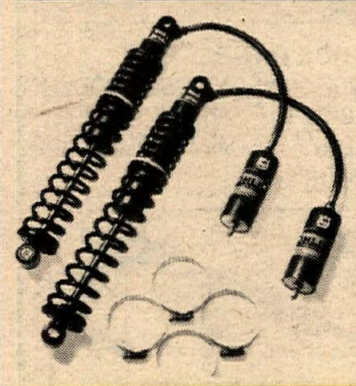

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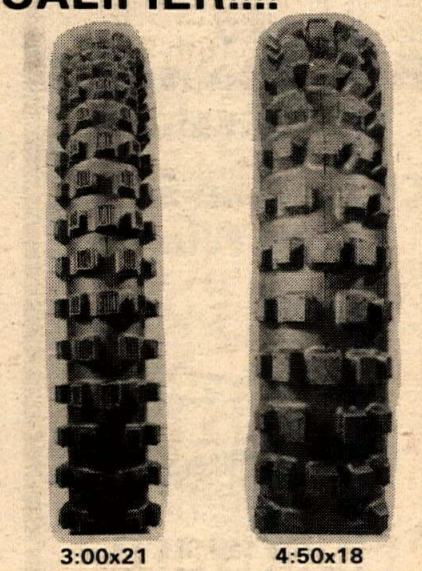

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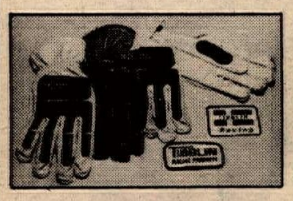

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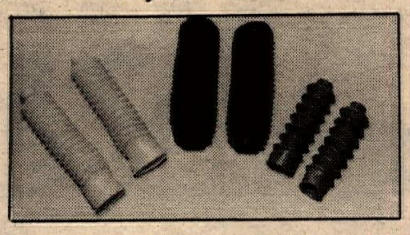

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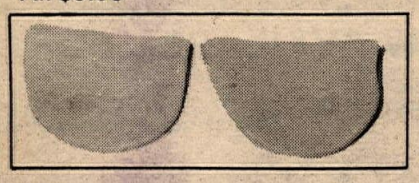

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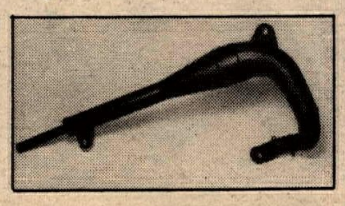

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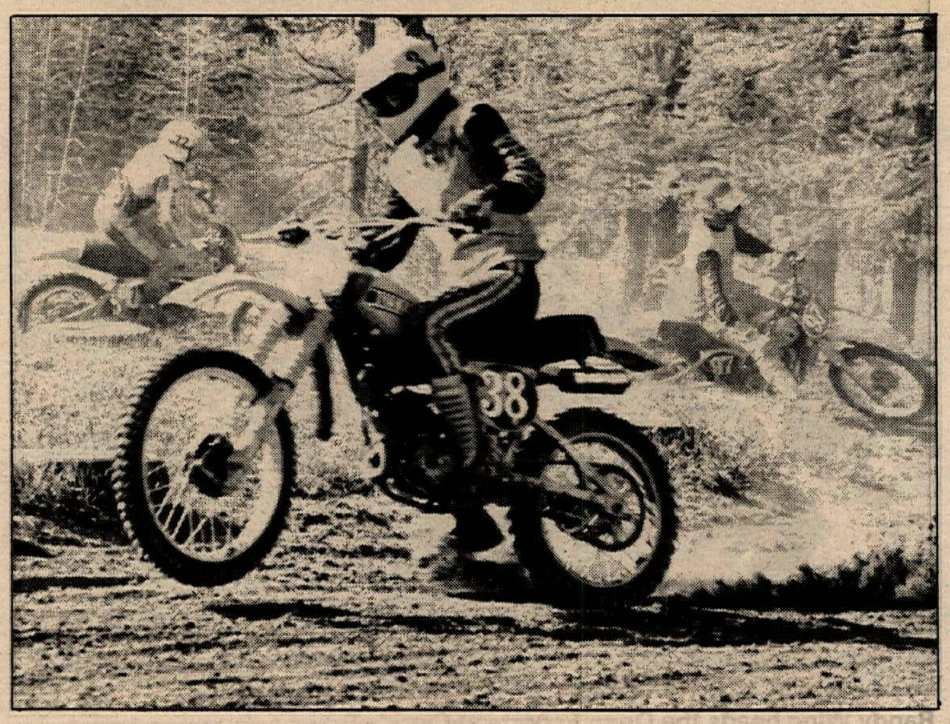


Taking the 125cc Money Race at Woodside was Yamaha-mounted Leon McDonald.

Prickett shines at Woodside MX

By Roger Kane

SANDPOINT, ID, MAY 7

Tracy Prickett rode three classes at Woodside Motocross Track Sunday, placing second in the 125cc Money race, second 250cc A and first Open A rider.

Ross Learn (Suz) blew into the lead in the first 125cc Money moto, followed by Stan Morton (Yam) and Chris Powers (Suz). Back in the pack, Nick Aktepy, Leon McDonald (Yam) and Shane Blood (Suz) were beginning to steadily move toward the front. By the sixth lap, McDonald had passed everyone to take over the lead. He held it to the end and was followed by Learn, Prickett and Blood.

Morton got the holeshot in the second moto with McDonald, Valkenaah and Prickett following. McDonald moved into first on the second lap and blew away to a 1-1 win. Learn was second while Prickett's 3-3 earned him second overall. Blood took third.

Kelly Rambo (Hon) got the holeshot in both 250cc A motos and stayed in front all the way, leaving the shootout between John Mattocks (C-A), Tracy Prickett (Yam) and Bob Danielson (Hon). Mattocks held second in both motos for four laps, only to be passed by Prickett, who had 2-2 finishes. Danielson finished 4-3 and Mattocks 3-4.

In the Open A class, Prickett (Yam), Larry Fogg (Suz), Rod Layko (Suz) and Randy Hasselstram (Yam) were one through four around the first corner. From an eighth place start, Mike Kane (Yam) turned on the wick and began picking off riders one per lap to finish second behind Prickett and followed by Layko and Mark Deyo.

Prickett led the second moto all the way for a 1-1 overall win. Mike Powell put in a good ride to finish second and wound up 8-2, fourth overall. Mike Kane got second overall with Deyo taking the overall third.

Results

100 JR: 1. Jerry Anderson (Yam); 2. Richard Bragg (Yam); 3. Mark Emry (Suz).
100 INT: 1. Steve Corcoran (Yam).
125 JR A: 1. Jerry Eversaul (Suz); 2. Robert Sauber (Yam); 3. Don Dineen (Suz).
125 JR B: 1. Pookie Johnson (Yam); 2. Dan Berke (Yam); 3. Mark Kristoff (Suz).
125 INT: 1. Scott Nisbet (suz); 2. Ron Wooding (Yam); 3. Jon Buyas (Suz).
125 PRO: 1. Jim Anderson (Suz); 2. Jeff Cropper (Suz); 3. Scott Isbell (Suz).
250 JR A: 1. Bob Holtgren (Hus); 2. Eric Shupp (Yam); 3. Glenn Barnett (Hon).
250 JR B: 1. Ben Woodson (Mai); 2. Craig Wark (Hon); 3. Jeff Walling (Suz).
250 INT A: 1. Casey Hood (Suz); 2. Randy Jungwirth (Yam); 3. Ron Long (KTM).
125 INT B: 1. Dean Barbier; 2. Perry Scott (Oss); 3. George Madaris (Mai).
250 PRO: 1. Jerry Pillar (Yam); 2. Barney Newman (Mon); 3. Tim Michlitsch (Yam).
OPEN JR: 1. Guy Richards (Suz); 2. Gary Gump (Suz); 3. Dick Teeter (Suz).
OPEN INT: 1. Cole Chancellor (Yam); 2. Ron Long (KTM); 3. Rick Newman (Yam).
OPEN PRO: 1. Barney Newman (Mon); 2. Montey Mitchell (Mai); 3. Rowdy Blasdell (Yam).
30 to 40: 1. Ron Long (KTM); 2. Mike Roberst (Suz); 3. Mike Hickman (Yam).

Kringlen takes Spillway win

By Mike Brown

SANTA MARIA, CA, MAY 7

Spillway Park had a small turnout Sunday, but the racing was still spectacular.

Combined for the second event were the 125cc Juniors and Intermediates. Ron Coop of Santa Maria Cycle Sport grabbed the holeshot two out of the three motos, but the wins went to Bobby Gran in the Junior portion, and Jim Keese (Suz) took the Intermediates.

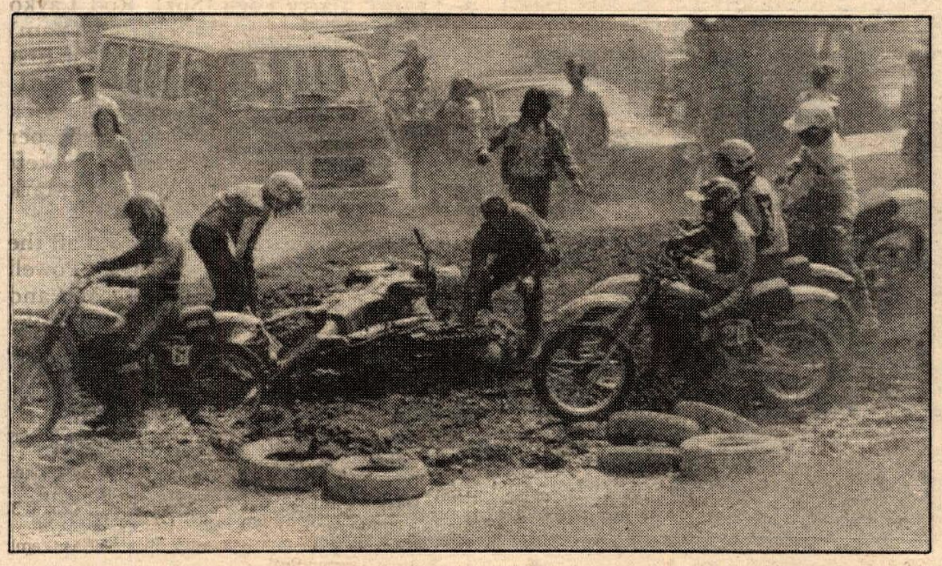
First moto action of the 250cc Juniors and Open Juniors saw Stuart Johnson taking the win on a 250cc machine. Moto two saw Gary Truhitte win with Johnson second and Rick Oldham third in the 250cc segment. Johnson went on to win overall by winning the third moto. Steve Paul won overall in the Open motos.

Jamie Kringlen put together a

MINI JR: 1. Mary Kay Mummey (Yam); 2. Robert Kruger (Ita).
MINI B: 1. Rich McCall (Yam); 2. Kenny Stokes (Yam); 3. Allen Townsend (Yam).
100 B: 1. Rick Haeg (Yam); 2. Kurt McCall (Yam); 3. Dana Bigelow (Yam).
125 B: 1. Frank Bonce (Yam); 2. Rick McGee (Yam); 3. Arnie Gagater (Suz).
125 MONEY: 1. Leon McDonald (Yam); 2. Tracy Prickett (Yam); 3. Shane Blood (Suz).
MINI A: 1. Glenn Valkenaar (Yam); 2. Ron Kruger (Yam); 3. Scott Schoeffel (Suz).
100 A: 1. Ed Wazow (Suz); 2. Scott Van Ditto (Yam); 3. Allen Townsend (Yam).
125 A: 1. Frank Buell (Yam); 2. Barry Evans (Yam); 3. Mike Schuerman (Yam).
250 B: 1. Mickey Buell (Yam); 2. Ron Yamamoto (Mai); 3. Mel McKerlie (Hon).
250 A: 1. Kelly Rambo (Hon); 2. Tracy P½rickett (Yam); 3. Bob Danielson (Hon).
OPEN B: 1. Mike Clark (Yam); 2. Bill Kuhn (Yam); 3. Dave Russell (Hus).
OPEN A: 1. Tracy Prickett (Yam); 2. Mike Kane (Yam); 3. Mark Deyo (Yam).

Randy Wing heads the Open Experts at Clark's Branch motocross.

A first turn 125cc Junior pileup catches Donnie Miguel hiding under his rear tire.



perfect score of three wins to top the 250cc Pros, with Russ Norton, in his first Pro race, taking second overall.

Results

MINI JR: 1. Dwayne Palmer (Yam); 2. John Davis (Yam).
MINI INT: S. Gran (Yam).
100 JR: 1. Troy King (Suz); 2. Chuck Walker (Suz).
100 INT: Jim Smith (Suz).
125 JR: 1. Bobby Gran (Yam); 2. Mark Storeburner (Suz); 3. Charlie Jones (Suz).
125 INT: 1. Jim Keese (Suz); 2. David Abercrombie (Suz); 3. Pat King (Suz).
250 JR: 1. Stuart Johnson (Suz); 2. Gary Truhitte (Mi); 3. Rick Oldham (Suz).
OPEN JR: 1. Steve Paul (Yam); 2. Ken Kodlubowski (Kaw).
250 INT/OPEN INT: 1. Dan Truhitte (Hon); 2. Scott Curtis (Yam).
250 PRO: 1. Jamie Kringlen (Hon); 2. Russ Norton (C-A).

Wing waxes Oregon Series round two

By Lynne Diltz
Photos by George Miller

ROSEBURG, OR, MAY 6-7

Clark's Branch Motocross hosted the second race of the Oregon Motocross Challenge series with a two-day bash that also celebrated the end of the regular motocross season with the awarding of high point trophies to riders.

Randy Wing (Douglas County Motorsport) walked away with all three of the money classes. Wing has ridden the Clark's Branch track for the past seven seasons and knows every inch of it. Wing, Chris Washburn and Craig Praus fought for the holeshot of the first 250cc Expert moto. Washburn dumped it and had to work his way from 10th to third before the end of the 30-minute moto. Larry Hooper (Motomotion) pitted with a sick bike and Ray Price came from a slow start to fourth.

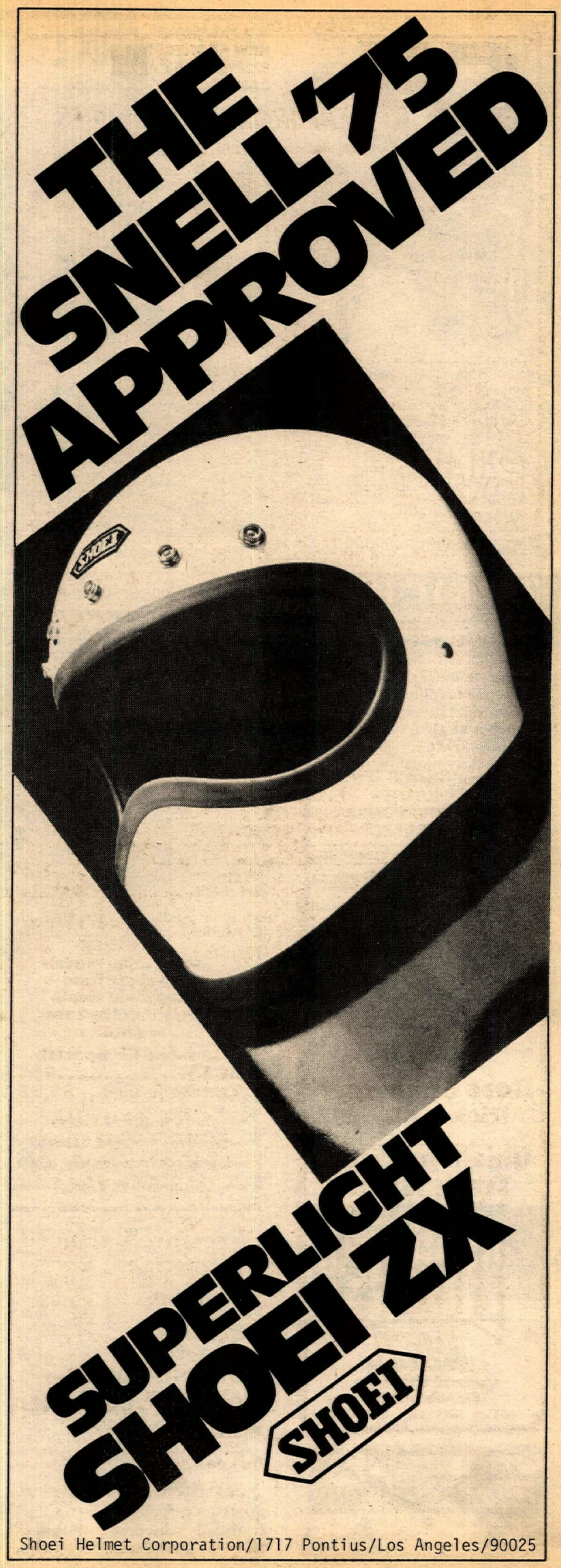
Second moto saw Bob Connors, having figured out the track, cover the hillside turn to first, and remain there with Washburn second and Wing third.

The 125cc Experts were all too ready to leave the line. After several attempts and a final warning, Wing and Mel Sample were turned around backward. A pileup at the tower corner put Edd Price, Rick Yates and Allen Graves back and Wing, Sample and Dan Villapoto finished 1-2-3.

Open Experts put Treve McReynolds out of commission and sent Clark Garnder to the pits. AMA flat track Pro Gary Davis' stock Yamaha quit after 18 laps in a respectable third place. Wing won both motos and a 4-2 gave Rod Nordstrom (C & R Racing) second place money. Mitch Kirkpatrick took third with a 3-3.

Wing finished in a rather unusual style; he did a fantastic berm shot at the flag, went into a slide and the bike high-sided, sending Wing into a briar bush.

Wing goes on to the finale at Bend with a short four-point lead in both the 125cc and Open Expert classes, but is not in contention for high point



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NORTHERN DATELINE

A 250cc Intermediate tries his "trick" line around a Helvetia turn.

A crowded Trans-AME corner has riders wondering which way to go.

Peterson pulls Helvetia Sportsmen wins

By Lee Taylor

SACRAMENTO, CA, MAY 14 Sportsmen found Helvetia Park provided a mellow atmosphere Sunday for the sixth race in the Coors/Trans-AME Series. Helvetia sported everything from a game of pool and pinball machines to a grassy pit area in the shade. With all their creature comforts provided for, riders entered enthusiastically into a full morning of races. As usual Bosch Plugs was there looking after them and contributing jackets to all second place winners, hats to all riders and a CB radio, won by Open Junior Phil Davy.

Bill Peterson racked up a beautiful pair of back-to-back wins for the 100cc Intermediates. Throughout both motos, his arch-rival was Randy Harden, number one in points for the Series. In the first moto Harden had heavy action with Jim Coffey and Paul Cano. Harden finally broke his way free and moved into second behind Peterson. Continuing his battle against Cano and Coffey, Harden nudged Peterson all around the track.

Peterson held on and kept Harden and Cano in second and thrid at the end of the moto with Coffey coming in behind Tom Bence, running fourth.

The second time around was a re-run of the Peterson-Harden match. Leaving Cano to hold off Coffey and Bence, Harden was doing everything to try and get by Peterson. Coming up on the outside, Harden was breathing down Peterson's jersey, edging him on. Peterson held firm, refusing to give Harden a passing shot. When the checkered waved, Peterson garnered top honors, Harden was second overall and Cano took third.

The 250cc Juniors gave the spectators all the action they could handle with a fast race culminating in the overall win for Jerry Berkowitz. In the first moto, Randy Rogers (Yam-AirCone), with top points for the series, had Berkowitz on his tail with Mike Price and Brian Vargus dueling for third. Rogers took over the lead and fought Berkowitz off down to the wire.

The second time out, racers were spilling over in every direction going through the first turn. Louis Springer emerged intact with Vargus, Scott Johnston and Price all right on top of each other, Price number two in series point standings. The first four riders were all jamming together, taking jumps and turns two and three abreast. Vargus took over the lead with Berkowitz second and fighting for back-to-back wins. Finally easing himself into the lead position, Berkowitz held command to the end for the overall win. Vargus, finishing second, took second overall and Mark Palmer, who worked his way into third by the end of the moto, took third overall.

Mark Shumate on a Suzuki racked up beautiful back-to-back wins for the Open Juniors. Throughout the first moto he battled with Jerry Gatton and Barry Meyer for the lead. The second time around he once more took charge and found Al Hendrix running shotgun. Gatton, moving up fast, took over second, keeping a flock of riders behind him, mainly Ray Krainert (Suz-Krainert Heat Co.) in thrid and Meyer to fourth.

When the final checkered flag waved them home, Shumate crossed over to top honors for the day. Todd McIntosh, who eased his way into second by the end of the moto, took down second overall and third went to Krainert. ●

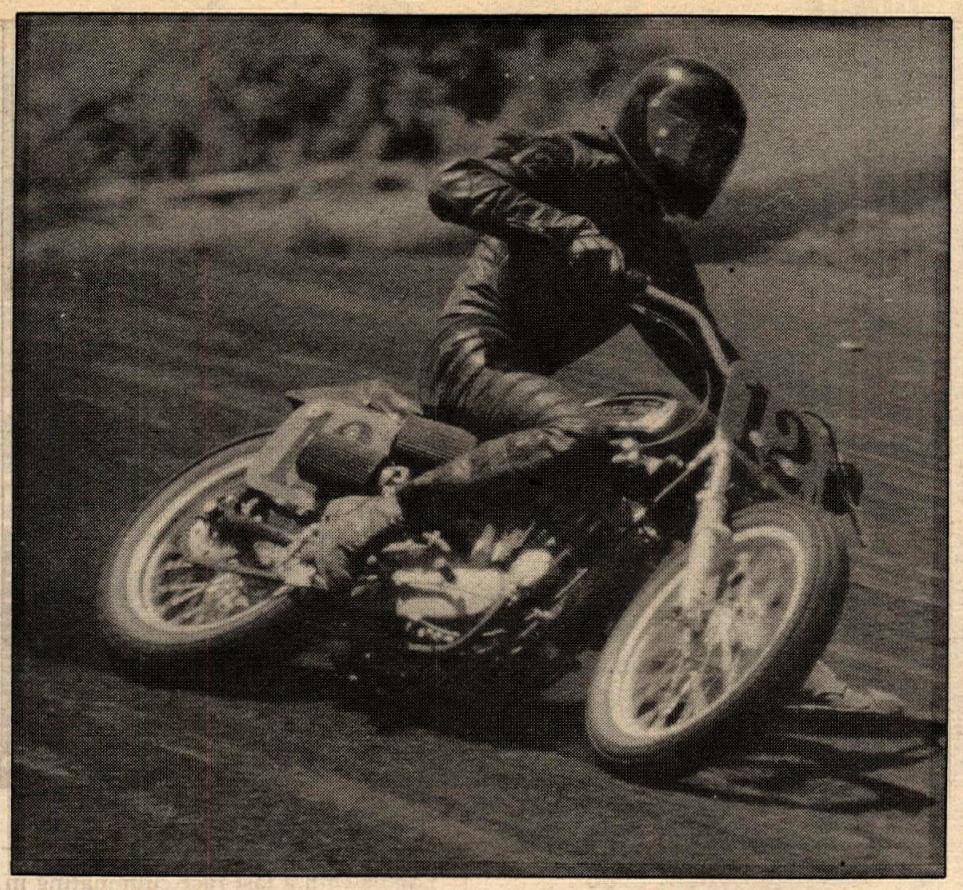
Results

100 JR: 1. Cory Perreault (Suz); 2. Todd Broussard (Yam); 3. John Frampton (Yam).
125 JR DIV 1: 1. Scott Yarbrough (Yam); 2. Ed Minton (Suz); 3. Mark Hearn (Yam).
125 JR DIV 2: 1. Dave Schlosser; 2. Beau Magly (Yam); 3. Alan Ferreria.
250 JR: 1. Jerry Berkowitz (Hon); 2. Brian Vargus (Suz); 3. Mark Palmer (Hon).
OPEN JR: 1. Mark Shumate (Suz); 2. Todd McIntosh (Yam); 3. Ray Krainert (Suz).
100 INT: 1. Bill Peterson (Yam); 2. Randy Harden (Yam); 3. Paul Cano.
125 INT: 1. Jay Cook (Yam); 2. David Hunt (Suz); 3. David Baker (Suz).
250 INT: 1. Rob O'Rourke (Hon); 2. Brett Cross (Hon); 3. Mike Haas (Hon).
OPEN INT: 1. Robert Congdon (Mai); 2. Joe Grassi; 3. Jeff Harris (Suz).
100 EX: 1. Dave Barberio (Suz); 2. Dave Baker (Suz).
100 PRO: 1. Jim Holley (Yam); 2. Jim Simons (Yam).
money in the 250cc Expert class. He did not ride that one at Medford.

Results

MINI: 1. Dan Hendricks (Yam); 2. Wayne Hauzer (Yam); 3. Tim Hackett (Suz).
MINI INT: 1. Brad Johnson (Suz); 2. J.D. Amern (Suz); 3. Stan Roberts (Suz).
100cc JR: 1. Jim Reager (Yam); 2. Jeff Harsha (Suz); 3. Mark Slipp (Yam).
100cc INT: 1. Brian Mode (Suz); 2. Mike Hayes (Suz); 3. Brad Johnson (Suz).
125 JR A: 1. Keanen Johnson (Yam); 2. Jeff Bryant (Yam); 3. Lyle Klenski (Yam).
125 JR CONSOLATION: 1. Russ Johnson (Suz); 2. Devin Madison (Mon).
125 INT: 1. David Dense (Suz); 2. Rick Huffman (Suz); 3. Jim Thorp (Suz).
125 EX: 1. Randy Wing (Yam); 2. Mel Sempe (Suz); 3. Dan Villapoto (Suz).
250 JR A: 1. Steve Welch (Yam); 2. Danny Herron (Yam); 3. Tim Stillion (Yam).
250 CONSOLATION: 1. Dave McAlister (Yam); 2. Creighton Todhunter (Mai).
250 INT: 1. Rod Huffman (Yam); 2. Scott Christensen (Yam); 3. Tom Gastaldi (Yam).
250 EX: 1. Randy Wing (Yam); 2. Bob Connors (Yam); 3. Chris Washburn (Suz).
OPEN JR: 1. Randy Pekarek (Yam); 2. D.T. Regnier (Suz); 3. Tim Reha (Yam).
OPEN EX: 1. Randy Wing (Yam; 2. Rod Nordstrom (Yam); 3. Mitch Kirkpatrick (Yam).
SEASON HIGH POINT
MINI CLASS: Seth Malkon.
100 KIDS: Brian Mode.
125 EX: 1. Rick Huffman; 2. David Dense.
250 EX: David Reimer.
OPEN CLASS: Wade Stamp.
ELDERLY GENTS: Elmer Reimer.

Central Pipeline



Rudy Foster waited until the last lap to take the Open final at Kanopolis scrambles action.

In the 250cc Final at Kanopolis, Tom Foster (36) took the win.

Foster upsets Linfors at LK TT

By Dick Ainsworth

LAKE KANOPOLIS, KS, MAY 14

AMA Amateur National Open Scrambles Champion Tim Linfors and his flat-head Harley KR probably have close to a thousand laps on his "home track", of Lake Kanopolis, but Wyoming's Rudy Foster, who had never set eyes or tires on it before, battled Tim down to the last lap Sunday when he zoomed around in the north sweeper to take the win. This was the first win for Foster's new XR-750. "Slidin' C.D." Martin, who had been buried back in the pack, charged to the front and also got around Linfors on the last lap for second.

Denny Byrne and Gary Schlickeau jumped to the front in the 500cc final with Dan Brooks hanging draft as Jim Ratliff dropped out with rear hub malfunctions. By the third lap, Larry Kennedy zipped by Dan Robertson for fourth as Bill Snyder came from the back row to fifth. On the last lap he got by Kennedy in the North sweeper as "the Burner" won again.

Phil Culver and Tom Foster won the 250cc heats and they got the holeshot side by side in the final. Culver put the zap on Foster on the front chute, but five seconds later Culver's arm shot up in the air to signal a dead engine. Foster got the lead back as Terry Francis moved into second ahead of Mel Watson. Danny Lynn moved from the back to challenge Watson. He took third in the North sweeper, but Watson got it back a lap later.

Danny Clarke and "Bad Chad" Olinger were run-away winners in the 200cc heats, but Renee Kennedy got the holeshot in the final. Clarke took the lead in the South uphill as Olinger was way back in sixth but by the third lap was behind Kennedy. Olinger waited until the last lap and then put a slick move to pass her in the tight switchback.

Renee and Culver won both 125cc heats and Culver shot to the front in the final and ran away with it. Mike Clarke and Renee battled over second all the way and with two laps to go Renee got by to cinch the runner-up position.

Results

MINI: 1. Kirk England (Yam); 2. Scott Murray (Yam); 3. Todd Hilyard (Yam).

100cc: 1. Todd Ratliff (Yam); 2. Todd Hilyard (Yam); 3. Dallas Babcock (Yam).

125cc: 1. Phil Culver (Star/Yam); 2. Renee Kennedy (Star/Yam); 3. Michael Clarke (Hon).

200cc: 1. Danny Clarke (Bul); 2. Chad Olinger (Yam) 3. Renee Kennedy (Star/Yam).

$250cc: 1. Tom Foster (Kaw); 2. Terry Francis (Ossa); 3. Mel Watson (Bul).

500cc: 1. Dennis Byrne (Yam); 2. Gary Schlickeau (Yam); 3. Dan Brooks (Yam).

OPEN: 1. Rudy Foster (H-D); 2. C.D. Martin (Yam); 3. Tim Linfors (Yam).

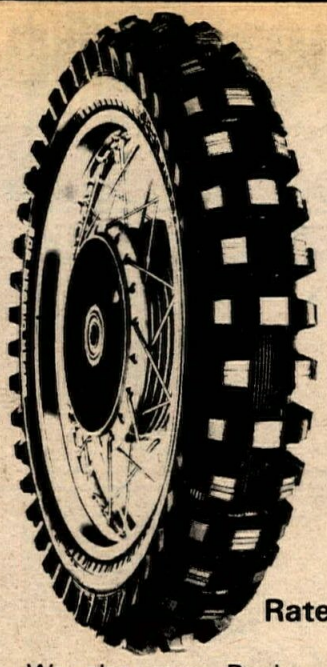
CONSOLATION: 1. T.J. Gaughan (Yam); 2. Jerry Enns (Yam); 3. Kent Nelson (Yam).

Grider grabs COR win

By Rebecca Sands

EDMOND, OK, MAY 14

In the 125cc Expert class at COR, Butch Grider (Hon) won the first



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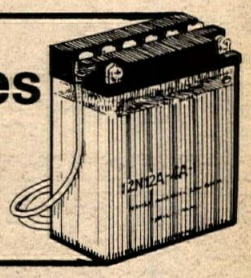

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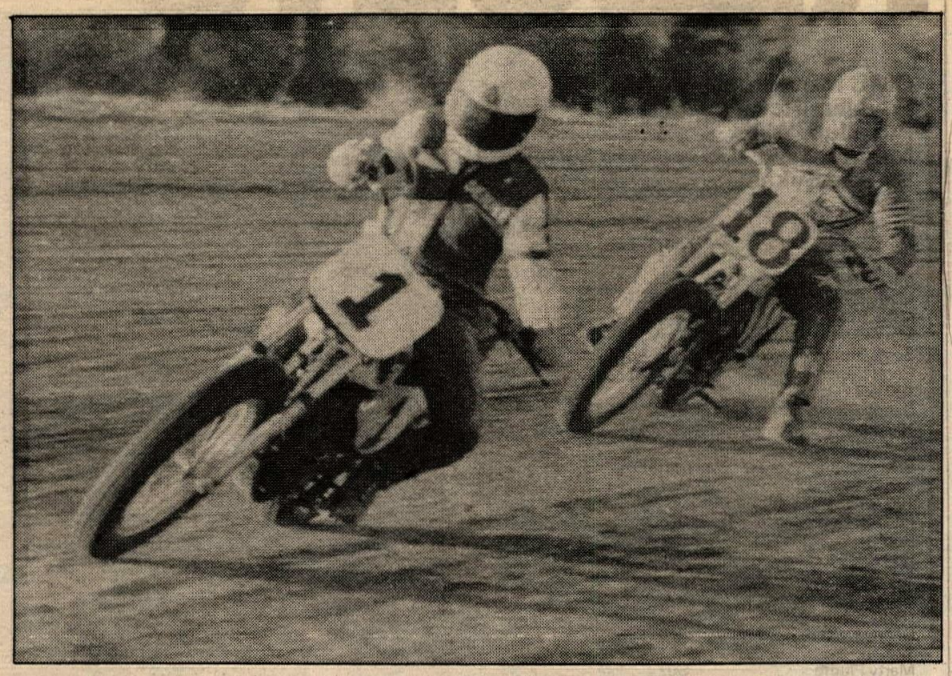


Denny Byrne pulled Larry Kennedy around Stockton's 500cc Final.

moto with Curtis Ross (Suz) second and Rob Murdock (Hus) third.

In the second moto, Grider again got his go-ahead goin', taking first. Ross and Murdock again placed second and third respectively.

In the first moto of 125cc Novices, Al Walton (Yam) commanded the lead to the flag, but Glen Nelson (Kaw) gave him a race and took second. Brian Phillips (Hus), earned third.

Larry Cash (Yam) upset the troops the second moto and rode victoriously to the checkers. Walton took second and Mike Weaver (Suz) grabbed third. Walton took the overall win.

That humming crescendo always means the Junior Minis are in the first corner. David Baxter (Suz) captured the lead for the first moto with Gavin Punch (Yam) glueing his bike to Baxter's rear wheel. Robert Fisher (Yam), placed third.

Fisher, leading the second moto, was passed by Punch, then Baxter, forcing a third place finish. Punch secured first overall with a win. Baxter took second.

Phil St. Cyr (Yam) led the 250cc Amateur pack through both motos, with Steve Drummond (Yam) reaping both seconds. Donnie Vance (Hon), with a fourth the first moto, earned third, to give him third overall.

Results

JR MINI: 1. Gavin Punch (Yam); 2. David Baxter (Suz); 3. Robert Fisher (Yam).
SR MINI: Aaron Thomas (Yam).
100 AM: 1. Jim Mayes (Suz); 2. Glen Nelson (Yam); 3. Curtis McKay (Yam).
OVER 30: 1. Al Waters (Mai); 2. Danny Rees (Hus).
125 NOV: 1. Al Walton (Yam); 2. Larry Cash (Yam); 3. E. Orer (Suz).
125 AM: 1. Paul Stine (Suz); 2. Tommie Peace (Yam).
125 EX: 1. Butch Grider (Hon); 2. Curtis Ross (Suz); 3. Rob Murdock (Hus).
250 NOV: 1. Mike Weaver (Suz); 2. James Hopkins (Hon); 3. Randy Abrams (Suz).
250 AM: 1. Phil St. Cyr (Yam); 2. Steve Drummond (Yam); 3. Donnie Vance (Hon).
250 EX: 1. Rod Reim (Hon); 2. Curtis Ross (Suz).
OPEN NOV: 1. Larry Bennett (Mai); 2. Jimmy Savage (Mai).
OPEN AM: 1. Robby Roberts (Mai); 2. Anthony Smith (Yam).

Rennee racks KMSA win

By Dick Ainsworth

STOCKTON, KS, MAY 13

Two-time and present KMSA number one "Bad Chad" Olinger shot into the 200cc final lead, built it up substancially, but Renee Kennedy began to close the gap until the fourth lap when she shot by at the end of the back stretch to take the lead. Olinger came right back and fought it out with her until the white flag came out and then he stuffed it in around her in number one. But Rennee also came back and regained it going into number three and held him off for the win.

That was typical of most of the half-mile racing action at the Rook County Fairgrounds presented by the Plainville Road Runners M/C. The weather was perfect, racer Jerry Bird and announcer Roger Gray came out of retirement and the club waited for the sun to go down before starting the heats so not to blind any riders in three and four turns.

In the 125cc finals, Mike Erickson blasted into the lead on the back chute and ran off with it. Phil Culver hounded Kelly Larkin until the fourth lap when he drove aound the outside in number one to take second.

In the 250cc final, Mel Watson holeshot the lead, but Phil Culver took it away on the back chute. On the fourth lap, Erickson took it from Culver and held it until the end.

Dan Brooks, Dennis Byrne and Dave Piper shot to the front in the 500cc final and fought wheel to wheel as Piper edged to the front. Larry Kennedy moved up to fourth and was closing on the threesome. On the fourth lap, Byrne took the lead on the back chute and went on to win. As the white flag came out Kennedy moved into third on the front straight, but on the last turn of the last lap Brooks got it back.

Rudy Foster took the early lead in the Open final, followed by John Giebelman, C.D. Martin and Joe Clarke. Back at the back was Bill Meyers, who had a ho-hum heat race. On the second lap he had taken third and a lap later he was in second. Meyers and Foster moved away from the pack and put on a heated battle for the lead and Giebelman and Martin did the same for third. Martin finally took it away from Giebelman and with a lap to go Meyers drove in hard and deep to pass Foster in turn three. Foster stayed close but couldn't get it back. ●

Results

125cc: 1. Mike Erickson (Hon); 2. Phil Culver (Yam); 3. Kelly Larkin (Yam).
200cc: 1. Renee Kennedy (Yam); 2. Chad Olinger (Yam); 3. Mark Rogers (Bul).
250cc: 1. Mike Erickson (Bul); 2. Phil Culver (Yam); 3. Dan Robertson (Yam).
500cc: 1. Dennis Byren (Yam); 2. Dave Piper (Yam); 3. Dan Brooks (Yam).
OPEN: 1. Bill Meyers (Yam); 2. Rudy Foster (H-D); 3. C.D. Martin (Yam).

RESULTS

CMC Motocross
Puyallup Rcwy. Park
Puyallup, WA
May 17, 1978
By Sue Sykes

MINI EX	
David Holloway	Yam
Mike Rice	Yam
Doug Massey	Suz
MINI INT	
Marty Syker	Suz
MINI JR	
Mark Plumb	Suz
Scott Grimm	Yam
Geoff Seger	Suz
100 INT	
Danny Diesso	Suz
100 JR	
Shae McMahan	Yam
Brian Saunders	Yam
Jim Waley	Suz
125 PRO	
Phil Ruckman	Suz
Bob Dawson	Suz
Rod Casper	Suz
125 INT	
James Bowman	Suz
Roger Kenny	Suz
Danny Diesso	Suz
125 JR	
Marty Plumb	Suz
Marty Homestead	Suz
Jim Dehand	Yam
250 PRO	
Rick Benek	Hon
Rick Weidman	Hon
Tom Poage	Yam
250 INT	
Mike Anderson	Kaw
Scott Jensen	Hon
Ed Gellenbeck	Yam
250 JR	
Mark Hansen	Suz
Ken Hoehn	Yam
Pat Graham	Suz
OPEN PRO	
James Balleurd	Mon
Don Daugherty	—
Tom Poage	Yam
OPEN INT	
Rusty Hoehn	Yam
Bill Clrk	Yam
OPEN JR	
Mark Gagouer	Mai
Jim Myers	Mai
Mike Thompson	Yam
OVER HILL	
Burt Lymburner	Suz
Gary Morris	Yam
Steve Polly	Yam

SRAC Motocross
Berthoud, CO
May 31, 1978
By D.E. Burgener

125 PRO	
Jay Rice	Suz
Gary Glasenapp	Suz
Dale Ruggles	Yam
250 PRO	
Darcy Binder	Yam
Rick McGaha	Hon
Wayne York	Yam
125 AM	
Kevin Pelon	Yam
Doug Villeverde	Yam
Kevin Mansfield	Yam
250 AM	
Greg Frank	Yam
David Danko	Suz
Chris Sundstrom	Hon
500 AM	
Rick Weishahn	Yam
Kip Sunset	Yam
Dennis Gittins	Yam
125 NOV	
Eric Brewer	Yam
Mike Wild	Suz
Charles Holten	Suz
250 NOV	
Rex Hill	Yam
James Quicke	Mai
Mike Rosser	Hon
500 NOV	
Len Marks	Yam
Sonny Smith	Yam
Geroge Vasseur	Yam
100 AM	
Steve Trevino	Suz
Gary Deniston	Suz
Mark Gilseth	Yam
100 NOV	
Chuck Brewer	—
Ty Horton	Yam
Tom Miller	Yam
85 EX	
John Beazley	Yam
Scott Kilgore	Yam
Marty Mondragon	suz
85 AM	
Paul McMullen	Suz
Chad Faulkner	Yam
Duane Albrecht	Yam
85 NOV	
Mike McCurty	Yam
Leslie Turner	Yam
Steve Deniston	Yam

Crossup Rcwy. MX
Oregon Challenge Series
Bend, OR
May 13-14
By Aciton Oz

MINI MINI	
Duane Bayless	Hon
Chucky Firch	Suz
Michael Zellar	Hon
MINI BEG	
Jason Dagenhardt	Hon
Michie Loper	Yam
Dustin Pick	Hon
MINI JR	
Ray Waldort	Yam
Clay Clark	Yam
Dan Hendricks	Yam
MINI INT	
Scott Prestwood	Yam
Tony Eget	Yam
Heinie Zimmerman	Yam
100 JR	
Vince Elfert	Yam
Mark Slipp	Yam
Jeff DuPont	Yam
100 INT	
Brian Mode	Suz
125 JR A	
Keanen Johnson	Yam
Donnie Miguel	Suz
Jim Prestwood	Yam
125 JR B	
Jeff Fritz	Suz
Monte Smith	Yam
Jim Amacker	Suz
125 INT	
David Dense	Suz
John Thayer	Suz
Jim Thorpe	Suz
TURKEY	
Greg Firch	Yam
Jay Loudagin	Yam
D. Regnier	Yam
250 JR A	
Willy Ray	Hon
Keanen Johnson	Yam
Dave Horn	KTM
250 JR B	
Dan Russel	Hus
David McAlister	Yam
Monty Price	KTM
250 INT	
Rod Huffman	Yam
Steve Waldorf	Hon
Tom Gastaldi	Yam
OPEN JR	
Randy Pekarek	Yam
Dan Hensler	Yam
ODD BALLS (really)	
Mark Moore	Hon
Ted Bechtold	Yam
Steve Witt	Yam
125 PRO	
David Van Epps	Suz
Jim DeRosa	Suz
Randy Wing	Yam
250 PRO	
Kevin Jansen	Hon
Troy Fulck	Hus
Les Womak	Yam
OPEN PRO	
Troy Fulck	Hus
Randy Wing	Yam
Ron Sun	Hus

Woodland Winter Track MX
Woodland, WA
May 13, 1978
By E. McCormick/ Action Oz

MINI JR	
Jay Collins	Yam
Ron Dykgraaf	Yam
Chip Stark	Yam
MINI INT	
STeve Bye	Yam
Denny Fennell	Yam
Richard Bragg	Yam
PEE WEE	
Frosty Corcoran	Itj
Jamie Munson	Suz
Troy Leichner	Suz
100 JR	
Richard Bragg	Yam
Robert Corcoran	Yam
Jeff Magnuson	Yam
100 INT	
Victor Parrish	Yam
Steve Corcoran	Yam
Keith Foidel	Yam
125 JR	
Jim Christensen	Suz
Mike Kismoen	Yam
Jim Greear	Yam
125 INT	
Dale Semmler	Yam
Clarance Gardner	Yam
Lou Gregory	Yam
250 JR	
Curtis Hylton	Ossa
Dave Roestel	Hus
John Christensen	Suz
250 INT	
Dave Parkin	Suz
Darryl Semmler	Yam
Tom Lansford	Hon
30-40	
Jack Blasdell	Yam
OT	
Walt Drake	Hus
OPEN JR	
Jim Greear	Yam
OPEN INT	
Bill Toland	Suz
250 PRO	
Skeet Hise	Yam
Darryl Zumstein	KTM
OPEN PRO	
Skeet Hise	Yam
Bo Hart	Yam

Oregon Challenge Series
Final results Over-all for the series
By Action Oz

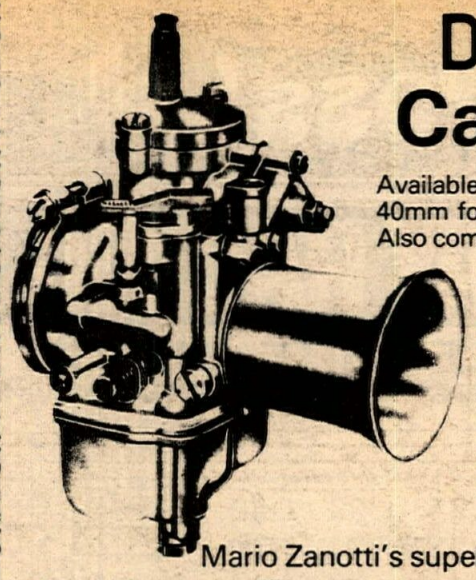
Dan Hendrick-80 Jr
Brad Johnson-80 Int
Leslie Link-100 Jr
Brian Mode-100 Int
Keanen Johnson-125 Jr
David Dense-125 Int
Keanen Johnson-250 Jr
Rod Huffman-250 Int
Randy Pekarek-Open Jr
Randy Wing-125 Pro
Ray Price-250 Pro
Randy Wing-Open Pro

Merced Dirt Riders
Clear Creek Enduro
Merced, CA

125cc A	
Dick Sherman	Hus
175cc A	
Jack Harkness	Yam
250cc A	
Jack Steck	Bul
Ray Sanlorerzo	Hus
O.D. Urban	Hus
OPEN A	
Randy Caries	Hus
Rich Lopez	Yam
Edd Haymond	Bul
OLD TIMERS A	
O.D. Urban	Hus
Ron Cash	Suz
Bob Sangalli	Hus
125cc B	
Karl Ryser	Hus
Mike McClure	KTM
Wade Rogers	Hon
200cc B	
Gary Shanrock	Yam
Terrence Packer	Hon
A.T. Pelligrino	Yam
250cc B	
Edwin Ellis	Her
Bill Davis	Yam
Donald Cull	Hus
OPEN B	
Dave Mooney	Hus
Chuck Hamilton	Yam
Ron Magee	Yam
125cc C	
Ken Rogers	Hon
Al Deshaies	Hon
200cc C	
Gregg Sherman	Pen
Chris Johnson	Hus
Marvin H. Stirm	Yam
250cc C	
Robert Mihovich	Yam
Bill McGibbon	KTM
James W. Smith	KTM
OPEN C	
Michael Franklin	Yam
Chuck Correa Jr	Yam
John Hampton	Hus
OLD TIMERS C	
David R. Norton	Yam
Robert Westfiall	Yam
POWDER PUFF	
Jackie Steele	Yam
Barbara Baird	Bul
Billy Jean Chestnut	Yam
A CLASS TEAM	
Dick Sherman	
Ron Cash	
John Moore	
B CLASS TEAM	
Chuck Hamilton	
Don Call	
Ron Magee	
Ronald Sterbenk	
Jerry Lozier	
Walter Peterson	
Bill Alvein	
Don Chisholm	
Paul Marino	
C CLASS TEAM	
Rodney Tsochiara	
Eric Dudly	
Terry Scott	
FIRST OVERALL	
Jack Steck-250 A	
OLDEST FINISHER	
Bob Sangalli-Age 54	
FURTHEST DISTANCE FINISHER	
Wayne D. Osborne	

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.



DELLORTO
Carburetors

Available in sizes 30, 32, 34, 36, 38, and 40mm for gasoline and 36mm for alcohol. Also complete kits for Yamaha TT 500.

Dellorto carburetors win the 1st three National flat track races of the Camel Pro Series using 3 different brands of motorcycles

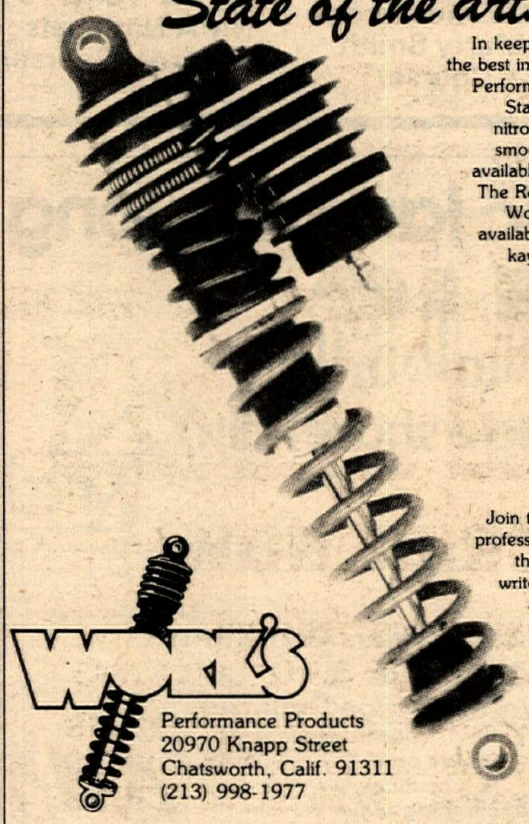
Mario Zanotti's superbly set-up **TT 500 Yamaha**
Mert Lawwill's expertly tuned **XR 75 Harley-Davidson**
Ron Wood's finely prepared **750 Norton**

These motorcycles were all equipped with the new Dellorto accelerator-pump carburetor.

Axtell
Professional Racing Equipment
C.R. AXTELL
5210 San Fernando Road
Glendale, CA 91203
213-242-2128

Available soon: 30mm & 32mm quad kits for Honda & Kawasaki Fours.

State of the art:



In keeping with our reputation for providing the best in off-road suspension systems, Works Performance introduces **The Remote.** This State of the Art shock absorber, with its nitrogen gas bladder design, provides the smoothest, most fade-free ride yet and is available for any machine from 80cc on up. The Remote reservoir mounts easily to any Works Performance Gasser body and is available as a replacement unit for Suzuki's kayaba reservoir and other hose mount applications.

FEATURES:

- **Fully rebuildable and pressure adjustable**
- **Flexible spring and rubber mounting**
- **No internal friction**
- **Increased cooling**

Join the fast-growing list of MX and off-road professionals who are discovering the State of the Art in motorcycle suspension. Call or write today for more information about this and other Works Performance products (such as the revolutionary new Compounded Dual-Rate Springs) and find out how we can help you engineer a suspension system that's suited to *you!*

WORKS
Performance Products
20970 Knapp Street
Chatsworth, Calif. 91311
(213) 998-1977

$199.95
RESERVOIR ONLY: $60 pr.
(*Compounded Dual-Rate Springs $10 extra)

SUPER SALE ON RM's & PE's

RM-250

Come in and check out our prices

PE-250

Special Carlsbad GP Sale:

Nylon Leathers . . . Team Suzuki	$69.00
Full Bore Trophy MX Boots	$68.75
Full Bore GP MX Boots	$78.75
Shoei S-20 Helmets	$48.95

SUZUKI
DOWNEN'S CYCLE CENTER
11835 E. Carson St. Hawaiian Gardens, CA
2 blocks east of 605 frwy. — Carson — Lincoln off ramp
213-865-8223 or 714-521-5343

J. C. Agajanian Presents:

Thursday Night

SPEEDWAY RACING

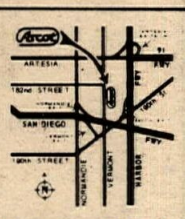
QUARTER-MILE DIRT TRACK

GENERAL ADMISSION ADULTS $3.50, 13-17 $2.50, 9-12 $1., 8 & UNDER FREE

J. C. AGAJANIAN'S FAMOUS Ascot

(213) 323-1142
(213) 321-1100
18300 VERMONT
GARDENA

Datsun, Official Car Of Ascot Park



"WHERE THE HARBOR, SAN DIEGO AND 91 FREEWAYS MEET"

RACING WORLD ESCAPE COUNTRY

Southern California's only motor recreation park with
OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK

Racing Schedule

JUNE 3 & 4
Anaheim Hi-Siders GP

JUNE 4 -
AME Motocross (Marty Smith Course)

JUNE 10 & 11
NMA Nationals (California Course)

Public lands belong to all of US

(Ride sharefully.)

MIC

MOTORCYCLE INDUSTRY COUNCIL, INC.

1978 Anaheim Hi-Siders Grand Prix
JUNE 3 & 4
Racing World (Escape Country)
District 37 points AMA sanctioned
Entries open
75 min. races
Overnight camping $3 per vehicle
$3 spectator fee
$15 mail entry — includes entry to park for rider
$25 post entry
use any standard entry form — send with 3 S.A.S.E. to:
Anaheim Hi-Siders GP, 308 Berniece, Anaheim, CA 92801
for more info call: 714-772-9271 714-997-8615

ANAHEIM SIDERS SO. CALIF.

AMA AMERICAN MOTORCYCLIST ASSOCIATION

DeAnza Cycle Park Racing Club
MX Racing Every Sunday
Member Sportsmen $7.00
Member Experts $12.00
non-members add $2.00
Free overnight camping
Points to members
100% Trophies to Minis
Pay Once, Stay All Weekend
Gate opens 7am Practice 8:30
Race 9:30
30% Same Day Trophies
714-653-5840 or 653-7979
213-531-8603

Tell 'em you saw it in
Cycle News

Minicycle Motocross

AME

June 2 - Indian Dunes
June 4 - Racing World
June 9 - Indian Dunes
June 11 - No Race

American Minicycle Assn.
213-881-5778

CALENDAR

CHAMPIONSHIP EVENTS

AMA Championships

Grand National/ Camel Pro

5/27	Denver, CO	HM
6/3	Louisville, KY	HM
6/10	Harrington, DE	HM
6/18	Loudon, N.H.	RR
6/23	Santa Fe, IL	TT
6/25	Columbus, OH	HM
7/1	San Jose, CA	HM
7/8	Castle Rock, WA	TT
7/15	Gardena, CA	TT
7/15-16	Sonoma, CA	RR
7/22	Sacramento, CA	M
7/30	DuQuoin, IL	MI
8/4	Santa Fe, IL	ST
8/6	Peoria, IL	TT
8/13	Pocono, PA	RR
8/20	Des Moines, IA	HM
8/26	Indianapolis, IN	MI
8/27	Indianapolis, in	MI
9/3	Loudon, N.H.	RR
9/10	Syracuse, N.Y.	MI
9/17	Columbus, OH	HM
9/24	San Jose, CA	MI
9/30	Gardena, CA	HM

Toyota Supercross

6/24	Los Angeles, CA
11/12	Anaheim, CA

Mr. PiBB 125cc MX

7/16	Atlanta, GA
8/6	Escoheg, RI
8/13	St. Joseph, MO
8/20	Charlotte, NC
8/27	St. Petersburg, FL

Mr. PiBB 250cc MX

5/28	Lake Whitney, TX
6/11	Sonoma, CA
6/18	St. Peters, MO
7/2	Buchanan, MI
7/9	Mt. Morris, PA

Mr. PiBB 500cc MX

5/28	Lake Whitney, TX
6/11	Sonoma, CA
6/18	St. Peters, MO
7/2	Buchanan, MI
7/9	Mt. Morris, PA
7/16	Atlanta, GA
8/6	Escoheg, RI
8/13	St. Joseph, MO
8/20	Charlotte, NC
8/27	St. Petersburg, FL

Trans-AMA

9/24	Lexington, OH
10/1	Buchanan, MI
10/8	Unadilla, NY
10/15	Axton, VA
10/22	St. Peters, MO
10/29	Dallas, TX
11/5	Sonoma, CA

National Enduro Series Eastern Region

6/11	Hamden, OH
8/13	Ithaca, NY
9/24	Lancaster, OH
11/5	Cinnaminson, NJ

Central Region

6/18	Grand Rapids, MN
7/23	Bath, MI
10/1	Evansville, IN
10/15	Potosi, MO
11/12	Broken Arrow, OK

Western Region

5/28	Lobo's Inc.
10/1	Prairie Dawgs MC
10/8	Double Crossers MC
10/22	Mt. Baker MC
10/29	Far West MC
11/5	Redwood Scrambles
11/12	Reckling Dirt Riders

National Reliability Trials Series Two-Day

6/34	McMinnville, OR

One-Day

6/25	Forked River, NJ
7/30	Akeley, MN
9/24	McMinnville, OR
10/8	Rose City, MI
11/26	Richmond, CA

Observed Trials

6/22	Williamsport, PA
6/17	Escoheag, RI
6/18	Weyland, MA
8/27	Scotsdale, AZ
9/2	Euless, TX
9/4	Arab, AL

WERA National Road Races

6/3-4	Pocono, PA
6/24-25	B'hampton, NY
7/22-23	Aspen, CO
7/29-30	Lexington, OH
8/19-20	College Station, TX
9/2-3	Charlotte, NC
9/9-10	Indianapolis, IN
9/16-17	Wentzville, MO
9/23-24	Summit Point, WVA
10/8	Atlanta, GA
10/15	Hallet, OK
10/14-15	Rockingham, NC

Dragbike Drag Racing

5/28	Richmond, VA
6/10	Englishtown, NJ
6/24-25	West Salem, OH
7/1-2	Epping, NJ
7/9	Atco, NJ
7/22-23	Eastport, NY
7/29-30	Union Grove, WI
8/12-13	Minneapolis, MN
8/20	Freemont, CA
9/23	Syracuse, NY
9/9-10	Kent, WA
10/7-8	Epping, NH
10/21-22	Las Vegas, NV
11/18-19	Gainesville, FL

IDBA Drag Racing

6/3-4	Atmore, AL
6/9-11	Bowling Green, KY
7/14-16	Louisville, KY
8/5-6	St. Louis, MO
9/22-24	Memphis, TN
10/13-15	Gulfport, MS

Olympiad

9/17	Orange, CA

S.C.O.R.E. OFF Road Events

6/8-10	Baja, CA
8/25-27	Riverside, CA
10/6-8	Parker, AZ
11/9-12	Baja, CA

World Championships

Road Race GP

6/24	Holland
7/2	Belgium
7/23	Sweden
7/30	Finland
8/6	Britain
8/20	West Germany
8/26	Czechoslovakia
9/10	Yugoslavia

Tourist Trophy

6/3-9	Isle of Man

Formula 750

5/28	Austria
8/28	Belgium
9/3	Holland
9/10	America
9/17	Canada
9/24	West Germany

500cc MX

5/28	Sweden
6/4	America
6/11	Italy
7/2	Great Britain
8/6	Belgium
8/13	Luxembourg
8/27	Holland

250cc MX

5/28	Yugoslavia
6/4	Austria
6/11	West Germany
6/18	Great Britain
7/2	France
7/30	America
8/13	Sweden
8/20	Finland
8/27	Russia

125cc MX

5/28	West Germany
6/4	Switzerland
6/11	Poland
7/23	America
8/13	Spain
8/27	Czechoslovakia

Observed Trials

5/28	West Germany
6/11	America
7/16	Italy
7/23	Austria
8/20	Sweden
8/27	Finland
9/24	Czechoslovakia

EVERY WEEK

Wednesday

CALIFORNIA

FLAT TRACK & TT
Corona Rcwy, Corona, CA. H-91 & Bucanon. All classes. Open money race, 30% trophies. Entry Sptsmn $4, $5 money races, + gate adm. Adults $2.50, Jrs. $2. Gates open 5:30 p.m., races 7:30. 714/689-1913, 735-1705.

SPEEDWAY RACING
Inland Speedway, San Bernardino, CA. Class A. First race 8 p.m. 213/446-0969.

CMC NIGHT MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $8, CMC lic. req'd. 33% Trophies. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

CMC NIGHT MOTOCROSS
Ascot Rcwy., Gardena, CA. Harbor and 405 Fwys. Prac. starts 6:00 p.m., sign ups until 6:30, 1st race 7:30. Buy entry at gate. $8 pro P.B., trophies. CMC Lisc. reqd. 213/323-1142

CMC NIGHT MOTOCROSS
Puyallup Rcwy, Puyallup, WA. All classes. Entry $8, $13 Pro. Prac. 6, race 7 p.m. 206/531-2652.

Thursday

SPEEDWAY
Ascot Park, Gardena, CA. 183rd St. and S. Vermont Ave. Purse $1275/30%. Sign up 5:30 p.m., first race 8. 18 events. Front gate $3.50, $2.50, $1, under 9 free, w/adult. 213/321-5323, 323-5055.

Friday

AMA SEMI-PRO ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $8, $3 spectators. Gates open 5 p.m., Prac. 6:15, race 7. 415/634-3328, 634-1667.

SPEEDWAY RACING
Orange County Fairgrounds, Costa Mesa, CA. 88 Fair Dr. Class A. First race 8 p.m. 714/492-9933.

EVERY WEEK

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. Reqd., med coverage. No Pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb Reqd. med. cov. No pit riding. 213/881-5778.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA. H-17 to Durham Rd. All classes, OT, Vet. 125 % Pro P.B., 30% Trophies. Gates open 5 p.m., race 7:30. 408/245-8448, 415/651-2546.

CMC NIGHT MOTOCROSS
Sacramento Rcwy Park, Sacto, CA. H-50 to Bradshaw Rd., South. All classes + Vets, O.T. 100% P.B. Entry $8. Gates open 5 p.m., prac. 6, race 7:30. 916/363-2653.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy, Oklahoma City, OK. ¼ mi. S and ½ mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse of 30% of Gate. Entry $5. Start 8 p.m. must register 2 weeks in advanve. 405/681-7102.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

AMA TT / SHORT TRACK
Fremont Rcwy, Fremont, CA. All classes. Amateur purse. Entry $4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

TT/SHORT TRACK
Peris Rcwy., on Hwy. 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 pm, race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2.50, race $4 . 30% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. All classes. 100% P.B. Entry $6, $8 Experts. Class C traction. Sign up 5 p.m., prac. 7, race 8. 916/342-9302, 342-4216.

CLASS A SPEEDWAY
Santa Ana Stadium, Santa Ana, CA. Class A Free programs, adm. $3.50, $2.50, $1, under 6 free. First race 7:30 p.m. 714/529-1832.

WASHINGTON

MOTOCROSS
Woodland, Washington. Woodland Winter Track, 5 mi. East of Woodland on H-503. Til May 13. All classes 100% Pro p.b., specials each week! Entry $8, $12 Pro. Gates open 8 a.m., prac. 9, race 10. 206/667-5701.

Sunday

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Pros ride 2 long motos, Sptsmn. 3 motos. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 213/531-8603.

June 2

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

June 3

CALIFORNIA

AME GRAND OPENING NIGHT MOTOCROSS
Sprokets Park, Bakersfield, CA All classes, Sptsmn special. 50% trophies, 10 free AME race entries Bosch hats, Sptsmn drawings. 100% Pro P.B. Post entry only $7, $10 Pro. Membs reqd, med cov, O/N camping. Gates open 6 p.m., prac 7 race 8. 213/881-5778.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates open 5 p.m., prac. 6:30, race 7:30. 714/960-2501, 657-8917.

AMA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Casa Verde off ramp. Mini, 100 thru 500 classes. 100% Pro P.B. Entry $5, $7 Ex. Class C traction, Full Leathers. Prac 6 p.m., race 8. 408/899-2401, 394-8225.

TEXAS

SDRA MOTOCROSS
Star Track, El Paso, TX. 2 mi. North of Santa Terisa Country Club on NM Hwy 273. All classes & Womens, OT. 100% Pro P.B., 33% Trophies to others. Entry $8 mini, $9 others, $10 Ex. $2 discount to SDRA membs, $15 per year. 915/584-3802.

June 3-4

CALIFORNIA

AMA D-37 GRAND PRIX
Racing World, Trbuco Cnyn, CA. All classes. Pins D-37 points. Entry $15, $25 post. $3 O/N camping. 308 Berniece, Anaheim, CA92801. 714/772-9271.

ARKANSAS

MOTOCROSS
North Little Rock Jaycee Track, North Little Rock, AR. I-40 to N. Little Rock Ex 107, N on H-105 to Maryland Ave., right to pub. shooting range, right to track. Jr. Mini thru Open classes. $4500 purse, trophies thru 10 places. Entry $15 Am, $25 Pro. Ams race Sat., Pros Sun. Starts 12 p.m. Free camping, concessions, restroom, no dust, new track. 501/372-1985.

June 4

CALIFORNIA

BEL-RAY USGP OF MX
Carlsbad Rcwy, Carlsbad, CA. I-5 to Palomar Airport Rd, East to track. 500cc GP and 250cc Support classes. Tickets $9 advance, $10 raceday. Kids under 12 free. First moto 12:30, first 500 GP 1:10 p.m. P.O. Box 892, San Juan Capistrano, CA 92675. 714/831-7141.

CRC DESERT RACE
California City, CA. Limed from Golf Course. All classes. Start 0 a.m. 714/689-6114.

TENDERFOOT ENDURO
California City, CA. All classes, family enduro. Window decals to all, CRC Points. Entry $10 mail, $13 post. Non membs. $2 extra. 2 loops, under 16, C riders, minis, women 1 loop. 714/689-6114.

AFM ROAD RACE
Sears Point Intl. Speedway, Sonoma, CA. All G.P., Sidecar, Prod. S/S, B/S class. Drawing for 2 classes. Entry $18, $8 Pro, Post $20, $10. 415/825-7841, 916/392-0611.

AMA PTS. TT/ST
Perris Rcwy, Perris, CA. H-74, off at Ellis Ave. West side. Beg. thru Ex. classes. 30% Brass. Sidehacks invited. 714/960-2501.

MINI MOTOCROSS
Barona Oaks Raceway CA Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Cign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA, 35 or Older. Sr. A & Sr. B; Am., Ex.,; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro P.B., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro— $12 mail, $15 psot. Gates open 7:30 a.m., Prac 8, race 9:30. CMC liscense required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA92626. Every 1st Sunday a CMC points race. 714/557-3323.

AME/D&C MOTOCROSS
Helvetia Park, Sacto, CA. Harbout tunoff CANCELLED on H-80 in W. Sacto, 7 mi. along river to track. All classes. 100% Pro P.B., 30% Trophies. Entry $10, $15 Pro O/N camping. Prac. 8 a.m., Race 9. 415/686-9845, 686-3172.

AMA MOTOCROSS
Santa Cruz Cnty Fairgrounds, Santa Cruz, CA. Heckter Pass Rd, H-152. 125 thru Open, OT, PP classes. 100% P.B. Entry 7:30 & gate, $15 & gate Experts. Prac. 7:30 a.m., race 9. S.C. Ridge Runners 408/475-3619.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sportsman. Entry $8, $13 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membership required. 213/830-7519.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to Paloverde South to track. All classes. 100% Pro P.B. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

COLORADO

SRAC MOTOCROSS
Berthoud, CO. 40 mi. North of Denver on I-25 at Berthoud Ex. 125 thru Open Experts only. $3000 purse. Entry $25. No membs reqd, $3 adm. Quals 9, race 1. 30 min. motos, PB by moto and overall. 303/494-7303.

IDAHO

MOTOCROSS
Woodside MX Track, Sandpoint, ID. 75 mi. N/E of Spokane, WA. Jr. Mini thru Open classes. Trophies. Entry $7. 208/263-5621.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. north

OUTLAW GRAND PRIX

Outlaw Grand Prix
Sunday, June 18
Riverside International Raceway
Each Class races 2 hours
Free window decals
No Play Riding
Free Overnight Camping

EACH CLASS races 2 hours on a challenging Gran Prix Course
Live engine - row start
SUPER 20% TROPHIES - BEAUTIFUL FINISHER PINS
CRC Desert Points

Mail $15 & S.A.S.E. to:
CRC, 7601 Arlington Ave., Riverside, CA 92503
info: 714-689-6114
Post entry $20
entry includes FREE GATE PASS
TEAM RACE - One bike, 2 riders, switch each lap
$10 per rider - post only
D-37 & SRA riders welcome

SADDLEBACK SAT. MX

Saturday Motocross

WIN
TICKETS TO THE
United States Gran Prix
Carlsbad, June 4, 1978
AT
Saddleback Sat. Moto-X
Sat. JUNE 3

ALL 1st CLASS WINNERS (non-pro) — TICKET TO US-GP A $9.00 value
ALL 2nd CLASS WINNERS (non-pro) — $10.00 WHEELSMITH GIFT CERTIFICATE
ALL 3rd THRU ? WINNERS — TALL TROPHIES
CASH PAYBACK TO PROS AS USUAL

TAKES 6-RIDERS TO MAKE A CLASS

SPONSORED BY
WHEELSMITH MOTORCYCLES
18020 EUCLID
FOUNTAIN VALLEY, CA 92708
(714) 751-0680

GATES OPEN 7:30 A.M.
PRACTICE 8-8:30 P.M.
1st RACE 9:00 A.M.
*** NO MEMBERSHIP OR MAIL ENTRY REQUIRED**

Grand Opening
Sat. Night MX
June 3

Sportsman Special
50% Trophies
10 free AME race entries
Bosch hats

100% payback Pros
Post entry only
Pros $10 Sportsmen $7

Membership required
Medical coverage
Overnight camping

Gate 6:00
Practice 7:00
Race 8:00

Sprockets Park
Bakersfield, CA

AME
P.O. BOX 1421
RESEDA, CA 91335
(213) 881-5778

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES

The Tenderfoot Enduro will be filmed for Peter Starr's movie 'Take It To The Limit' Be there at 1 p.m. Saturday, JUNE 3

CRC TENDERFOOT ENDURO
JUNE 4
CALIFORNIA CITY

CRC TENDERFOOT ENDURO

info: 714-689-6114 days

AFM **Road Racing Schedule**

ND Spark Plug Series
June 4—Sears Point
June 18—Ontario

July 1 & 2 — Sears Point — Golden Gate Challenge

American Federation of Motorcyclists
714-523-3892 916-392-0611

CRC
213-830-7519

Motocross Race Schedule

June 4 - Indian Dunes
June 11 - Racing World
June 18 - Indian Dunes
June 25 - Racing World

$3,000 Medical
Membership Required

WASHINGTON MOTORCYCLE ROAD RACING ASSOCIATION

4th ANNUAL TEAM ENDURANCE RACE

6 HOURS ~ JUNE 11th

410 BOX-STOCK 550 CAFE
OPEN BOX-STOCK OPEN CAFE

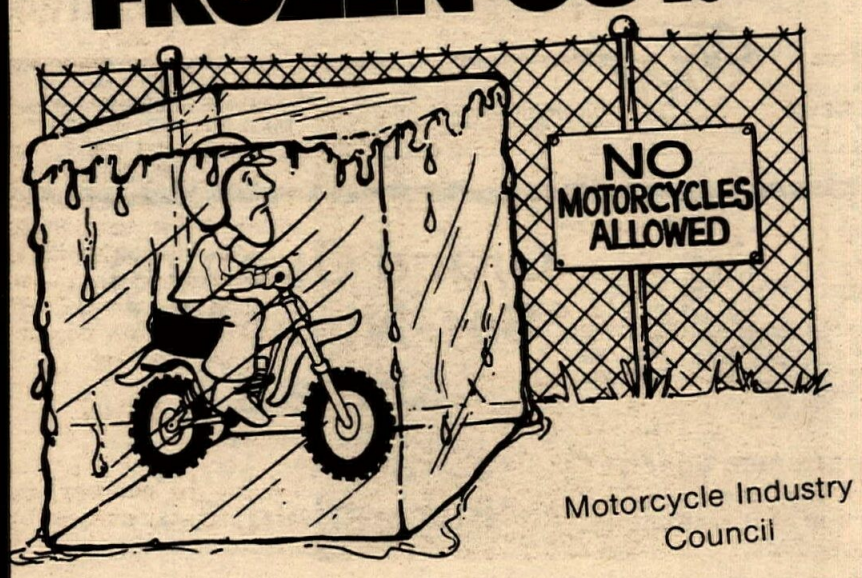
SEATTLE INTERNATIONAL RACEWAY

pre-entry required by June 9th
PHONE (206) 246-9700
or write:
WMRRA 4360 S. 178th Seattle, Wa. 98188

JUNE 10th

GP AND SIDECARS

DON'T BE FROZEN OUT.



Motorcycle Industry Council

RIDE COOL.

Avoid chilly receptions by riding quietly. Don't modify your approved mufflers. Don't crank it on where it's going to annoy people. Ride cool and keep public lands open.

CMC/Kawasaki MX Series
April, May, June —
2nd & 4th Sundays
CMC license required
Saddleback Park
714-558-1584

CRC Desert Races
Calif. City/South Side
JUNE 4
start time 9 am
714-689-6114 days

TT Every Saturday Night
Speedway Practice Every Sunday
U.S. Minicycle Racing Assn.
MX Every 2nd & 4th Sundays
Elsinore Raceway
714-826-2386 714-674-5383

ADRA Race Schedule
JULY 9, 1978
Prescott, Arizona
100 Mile Desert Race
(602) 252-1900
Arizona Desert Racing Assn.

of U.S. 90 off Hury P. Long bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

NEVADA

AMA MOTOCROSS
T-CAR Speedway, CarsonCity, Nev. All Classes. Trophies, 100% Pro P.B. Entry $10, $15 Pros. Sign-up 6:30 a.m., Prac. 7, Race 9. 702/673-4908.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 a.m., race noon. 8 races series, $3,000 bonus to Ex. 918/456-8421.

AMA MOTOCROSS
Ambucs Motocross Track, Ponca City, OK. N.W. end of town. 100 thru Open classes. $480 purse, Trophies. Entry $5 Ex, $3 others. Prac. 10 a.m., race 11:30. 405/765-6893.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All Classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

NDR HARE SCRAMBLES
Nacogdoches, TX. 8 mi. East of Nacog. on H-7, right at church in Swift, TX Mini thru Open Nov & Ex. Trophies. Entry $7 mail, $10 post. $4 DRA membs. Start minis 10 a.m., others noon. 713/564-2307, 564-1619.

WASHINGTON

MOTOCROSS
Hillside MX Track, Moses Lake, WA. 11 mi. West of Moses Lake on I-90, exit 164. All classes 100% Pro P.B., Top Am of 6-race series win RM80. Entry $7, $12, Pro. 509/663-2433.

June 7

AMXA MEMBERSHIP MEETING
IBEW Local 769 Meeting Hall, Phoenix, AZ. 3232 North 20th St. Arizona Motocross Association general membs. meeting. All motocross enthuiasts invited. Meeting 7:30 p.m. 602/943-8584.

June 8

CMC MOTOCROSS
Delta Park, Portland, OR I-5 North of Portland at Delta Park Exit. All classes. $1000 Purse. Entry $8.50, $18 Pro. 503/285-6635.

June 10

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H199. All Div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates open 5 p.m., prac. 6:30, race 7:30. 714/960-2501, 657-8917.

MAMMOUTH MOUNTAIN MX WOMENS CLASSIC
Mammoth Lakes, CA. H-395 thru Bishop to Mammoth Lakes. All womens "0-250cc Ride what you brung" classes. Trophies to Sptsmn, 100% P.B. to women Pros, Pre entry $12, $20 Pro. Post $5 extra, deadline June 5. 2485 Ave. de las Plantas, Thousand Oaks, CA 91360. 805/497-9858.

AMA MOTOCROSS
Plymouth Raceway, Plymouth, CA. H-16 East from Sacramento., H-49 S. from Placerville, H-49 N. from Sonora. 100 thru Open, OT, Vet, PP, Mini class. 100% Ex P.B., Entry Ex. $15 & $1. Sptsmn $10 post $8 mail. P.O. Box 221, Sutter Creek, CA 95685. 125-Open Nov, 100 Sptsmn, Minis, PP PRac. 7:15 a.m. race 8. 125- Open Jr., Ex., OT, Vets prac after morn event, race 1 p.m. 209/267-0312.

June 10-11

MAMMOTH MOUNTAIN MOTOCROSS
Mammoth Lakes, CA H-396 thru Bishop to Mammoth Lakes. 125 thru Open Jr, Int, EX. $10,000 purse. Supercross format for Experts. Entry $25 Ex, $15 sptsmn. 714/934-2571.

NMA MOTOCROSS
Racing World, Trabuco Canyon, CA. All mini thru 250 classes. Entry $12 mail, $30 post. R.W. Nat'ls on California course. 213/367-1777.

WASHINGTON

WMRRA ROAD RACE
Seattle Int'l Rcwy, Kent, WA H-18 East of I-5. 550-Open Cafe, 250, 410, 750, Open, Box Stock, 125 thru Open single & multi GPs, Sidecars. P.B., Trophies. Entry $15, $20 money class, $50 per team. Prac 10, race 12. 206/246-9700.

June 11

CALIFORNIA

AMA/MR. PiBB 250/500cc MOTOCROSS NATIONAL
Sears Point Int'l Rcwy, Sonoma CA 250/500cc National classes. Racing starts 11 a.m. Prace 9 a.m. Tickets at BASS adn Ticketron outlets, discount tickets at participating Kawasaki dealers. $8 adults, $4 children 6-12. Free parking, gates open 6 a.m. 707/938-8448.

D-37 HARE SCRAMBLES
Red Mountain, CA. Limed from 4-corners, H-395 All classes. 2x30 mi. loops. Start 9 a.m. Beg., Trail, Nov. Loop. 213/358-2878.

URA FAMILY
Red Mountain, CA 395 to Trona Road. A,B,C,D over 35, Under 16 and Girls classes. Trophies. Entry $12 mail, $14 post. Loop $10 mail, $12 post. Start 7 a.m. IRRC. 213/785-9673.

TRY TRIAL
Hollister Hills SVRA, Hollister, CA 101 to H-25, East on Cienega Rd. All classes, MS, Kids. Entry $3, $4 non membs. Start 10:30 a.m. Helmet, arrestor, lisc or stickie reqd. 408/356-3527.

UEA TUFF E' 'nuff enduro
sequoia National Forest, CA Limed from Jawbone Cnyn Rd & H-14, or Kelso Valley Rd & H-178. A,B,C, SR, Women classes. All classes all the way. Same day tropphies, patches, ISDT stickies. Entry $13 mail, $15 post, $1 of it to ISDT fund. Drawing May 30. Spk Arrestors Reqd. Enduro/St. legal. Entry & 3 SASE to 8647 Mayne, Bellflower, CA 90706. 213/634-8793.

CMC SEMI-PRO MX
Crown 9 Motosport Pk., Pescadero, CA 17 mi. South of H-92 on H-1 to Pescadero turnoff. 3 mi. East to Park. All classe. 125 thru Open Nov, Int race AM. P.B. to Pros, 30% Trophies. Entry $8 mini, 100, Beg, $10 Sptsmn, $15 Pro. Free camping. 415/355-4760, 879-9989.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Calub events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex. $9 others. Gates open 6:30 a.m., Prac. 8:30, Race 9. 415/634-3328. 634-1667.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes, Entry Spsmn. — $7 mail, $10 post, Pro— $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC liscense required. Mail to CMC P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race).

USMRA MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA 1 mi. N of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. P.B. to mini, 100, 125 Pros. 33% same day trophies to Sptsmn. O/N camping. Prac 8 a.m. Race 9. Memb. required 300 Pomona Mall West, Pomona CA 91766. 714/622-0773.

MOTORCYCLE RALLY CLUB SUNRISER
Woodley Ave. Park, CA. Located ½ mi. N of Burbank Blvd., just W of San Diego Frwy, in Sepulbeda. All needed is a freeway-legal bike, readable atch, pens or pencils. Trophies. Entry $4, $5 post. Poker run. 6550 Nevada Ave, Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sportsman. Entry $, $13 Pro., Membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AMA SHORT TRACK
Salinas Airport, Salinas, CA H-101 & Airport Blvd. 100 thru Open & Mini Bike classes. 100% P.B., Entry $5, $7 Ex. Prac. 10:00 a.m., race Noon. 408/899-2401, 394-8225.

COLORADO

MRA/WERA ROAD RACE
Aspen, CO Woody Creek Ex from CO-82, Btwn Glenwood Springs and Aspen. Beg, Prod, Cafe, GP, Vin, Sidecar classes. Trophies Prod, Caae, Cash for GP. Entry $10 Beg$22 others, $7 second and $5 third class, four races $35. Gate $3. Camping at track. WERA card reqd. 303/449 5803.

LOUISIANA

DUSTY WHEELS ENDURO
Shreveport, LA. 15 classes. Entry $10. Start 8 a.m. 318/929-2110.

OKLAHOMA

COR MOTOCROSS
Central Oklahoma Rcwy, Edmond, OK. 10 mi. East of I-35 on H-66. All classes. Prac. 10 a.m., race noon. 405/341-2833.

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mil S OF Whityney on H-22. Nov thru Ex classes. $705 purse. 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd.; follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry:$5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663.

WASHINGTON

CMC MOTOCROSS
Washougal Motocross Park, Washougal, WA. Hwy. 14 to Washougal, 6 mi. on #140 to N.E. Hughes, R on N.E. Borin. Entry $5, Pro $10. CMC lic. req'd. Cash for Pros, 30% Brass. 503/774-3356.

MOTOCROSS
Thurston Country OHV Pk, WA 16 mi. West of Olympia on H-8. All classes. Trophies only. Pros welcome. Entry $6. Prac. 9:30 a.m., race 10:30. 509/753-8136.

June 12-16

RUSS DARNELL MOTOCROSS SCHOOL
Mcminnville, OR. 5-day training camp. All rider ability, all types of riding. Learn pro line, how tos, etc. Entry to school $125 per student. For entry or reservation call Russ at 213/367-1722, 767-1854.

June 17

CALIFORNIA

ECONOMY TOUR AND POKER RUN
Leaving from Awards Motors, Inc, Csota Mesa, CA 1680 Newport Blvd & 17th. All freeway legal classes. $100 poker class, trophies, prizes. Entry $5 mail, $7 post. Start 7 a.m. Bring bathing suit. Legalized gambling at end of run. 714/750-6822.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates Open 5 p.m., Prac. 6:30, race 7:30. 714/960-2501. 657-8917.

TEXAS

SDRA MOTOCROSS
Star Track, El Paso, TX. 2 mi. North of Santa Terisa Country Club on NM Hwy 273. All classes & Womens, OT. 100 % Pro P.B., 33 % Trophies to others. Entry $8 mini, $9 others, $10 Ex. $2 discount to SDRA membs, $15 per year. 915/584-3802.

June 17-18

NMA MOTOCROSS
Indian Dunes, Valencia, CA. 50 to 250cc classes. $12 mail, $30 post. Special Fathers Day race. International track 213/367-1777.

June 18

CALIFORNIA

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA, 35 or Older. Sr. A & Sr. B; Am., Ex.; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback park, Orange, CA Sign up 8:30 a.m., riders mtg. 9:45, competition start 10. Entry $5, non-memb. $7 Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA Off Castro Valley Blvd. All classes. $1 donation. Club events. jEast Bay P.I.T.S., P.O. Box 260l, Castro Valley, CA. 415/582-9211.

MINI MOTOCROSS
Barona Oaks Raceway CA Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, k479-1572.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA All classes. 100% Pro P.B., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

AFM ROAD RACE
Ontario Motor Speedway, haven St. Exit off I-10. G.P. Production-Bjox Stock, Supersteer Sidecars. Pre-entry $20, $10 additional bike. Pst $25-15. $2000 Point fund. 4996 Argyle Dr. Buena Park, CA 90620. 714/523-3892.

AMA D-37 HARE SCRAMBLES
Lucerne Valley, CA Camp Rock Rd, Limed from Y Cafe. All classes. Finisher Pins. Entry $8.25, Beg. & Trail Nov one loop. 2x38 mi loops. Start 8 a.m. Benefit for Rescue 3. 714/983-'1649.

AMA MOTOCROSS
Helvitia Park, West Sacramento, CA. I-80 to Harbor, Left to River Rd. All classes, Bet, OT. 100% Pro P.B., 50% OT, Vet Pro P.B. Entry $15 Pro & $1 Ins. OT, Vet, $12, $10 sptsmn. Camping $1, gates open 6:30 p.m. Free fire wood, no bicycles, parts shack, welder. Nat'l M/C Patrol. 916/371-5682, 428-9302.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex., $9 others. Gates open 6:30 a.m., Prac. 8:30, Race 9. 415/634-3328, 634-1667.

CRC GRAN PRIX
Riverside Int'l Rcwy, Riverside, CA Mini thru Open classes. Entry $15 mail, $20 Post, $10 Teams CRC membership reqd. Free O/N parking. 2 Hr. races. CRC Desert Points, 20% Brass, Finisher Pins. Start 8 a.m. 714/689-6114.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to Paloverde South to track. All classes. 100% Pro P.B. Entry $10, $15 Pro. $3.50 gate admission. Gate open 7 a.m., prac. 8, race 10. 602/747-8965.

IDAHO

MOTOCROSS
Woodside MX Track, Sandpoint, ID. 75 mi. N/E of Spokane, WA. Jr. Mini thru Open classes. Trophies. Entry $7. 208/263-5621.

NEVADA

HARE & HOUND
Jackpot, NV US 93 at Idahoe Border. All classes, mini, women, OT. $250 to overall winner, 33% brass finisher pins. Entry $15, $10 sptsmn, mini, women. 96 X-C race. Start 11 a.m. Ambulance on site. 208/587-7555.

AMA MOTOCROSS
T-CAR Speedway, Carson City, Nev. All Classes. Trophies, 100% Pro P.B. Entry $10, $15 Pros. Sign-up 6:30 a.m., Prac. 7, Race 9. 702/673-4908.

NEW MEXICO

MOTOCROSS
Sipapu MX Park, Taos, NM. 21 mi. East of Taso on H-3. MINI, Nov, Am, Ex classes. $300 Ex purse, NMME pts. Entry $8 mini, $9 sptsmn, $10 Ex. Prac 9:30, race 11 a.m. 505/758-2117, 758-2421.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All Classes. Rain or Shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

MOTOCROSS
McAllen MX Park, McAllen TX. Next to Miller International Airport. All classes. Cash to Experts. Entry $8, $10 Ex. McAllen M.C. 512/686-4181.

June 19-23

RUSS DARNELL MOTOCROSS SCHOOL
Indian Dunes, Valencia, CA. 5-day training Camp. All rider ability, all types of riders welcome. Learn Pro lines, how-tos, relaxing, etc. Entry $125 per student. For entry or reservations call Russ at 213/367-1722, 767-1854.

June 23

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All Div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass.Gates Open 5 p.m., Prac. 6:30, race 7:30. 714/960-2501, 657-8917.

June 25

CALIFORNIA

MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 Blk. Eat of V. Thomas Bridge. All classes. 33% Trophies. Entry $7, $12 Pros, $2 gate adm. Prac. 7:30 a.m., Race 9. 213/832-6944, 547-1818.

D-37 HARE SCRAMBLES
Lucerne Valley, CA. Camp Rock Rd., Limed from the Y cafe. All classes. Entry $8.25. 213/430-6113, 714/821-8092.

CMC SEMI-PRO
Crown 9 Motosport Pk., Pescadero, CA 17 mi. south of H-92 on H-1 to Pescadero turnoff. 3 mi. East to Park. All classes. 125 thru Open Nov, Int Prac 8:30 a.m., race 9 Mini, OT, 100, Beg, Pros Prac after AM races. P.B. to Pros, 30% Trophies. Entry $8 mini, 100, Beg, $10 Sptsmn, $15 Pro. Free camping. 415/355-4760, 879-9989.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 mi. N. of H-71 between Central and Railroad Canyon Rd Pee Wee thru 125 classes. P.B. to mini, 100, 125 Pros. 33% same day trophies to Sprsmn. O/N camping. Prac 8 a.m., Race 9. Memb. required. 300 Pomona Mall West, Pomona, CA 91766 714/622-0773.

TEXAS

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81 , exit Mt. Zion Rd., follow sign 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry:$5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX ‡† ± ± = . § – ‡/427-2663.

MOTOCROSS
Lake Whitney Cycle Ranch,Whtiney, TX 8 mi. S of Whitney on H-22. Nov thru Ex classes. $705 purse, 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

YAMAHA
NATIONAL MINICYCLE ASSOCIATION 1978
Minicycle
GRAND NATIONAL CHAMPIONSHIP
NMA
$10,000.00 TROPHIES & PRIZES
BIKE CLASSES: 50cc thru 250cc AGES 6 thru 18

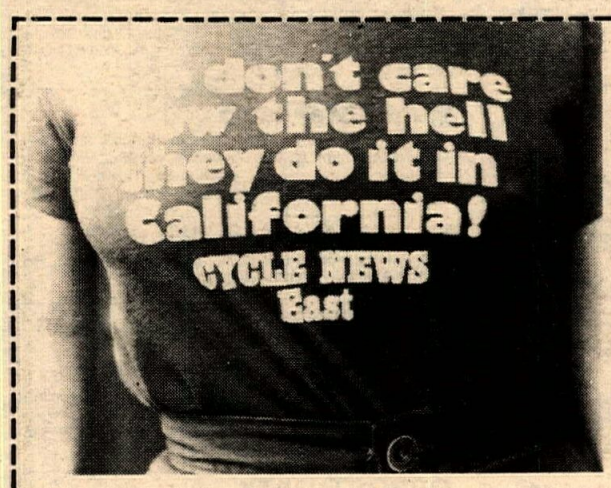
YAMAHA RACING WORLD NMA NATIONALS JUNE 10 & 11 1978
mail entry closes 6-9
ON THE ALL NEW "CALIFORNIA COURSE"
33% SUPER CHAMPIONSHIP TROPHIES

Yamaha NMA INDIAN DUNES JUNE 17 & 18 Nationals
"INTERNATIONAL COURSE" CLASSES FOR ALL BIKES & RIDERS. ENTER YOUR BIKE!
mail entry closes 6-9
ALSO SPECIAL FATHER'S RACE

SAN DIEGO JULY 1&2 1978 NATIONALS
YAMAHA
mail entry closes 6-24
IN A SPECIAL VERSION OF THE HANG TEN GP MX COURSE
CARLSBAD RACEWAY
DON'T MISS THIS ONE

9th Annual MINICYCLE NATIONALS '78
JULY 22 & 23
mail entry closes 7-11
YAMAHA
SADDLEBACK PARK "INTERNATIONAL COURSE"

NMA CALL OR WRITE NOW FOR ENTRY FORMS
(213) 367-1777
NATIONAL MINICYCLE ASSOCIATION
P.O. Box 4424 San Fernando, Ca. 91342



Please send me ( ) of those red WDCHTHTDIIC T-shirts in the sizes checked below. I've enclosed $4.50 for each top quality, name brand shirt that was manufactured and printed EAST of the Rockies. An' ship 'em yesterday. Thanks!

( ) Sm. ( ) Med. ( ) Lg.
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Indicate the **number** you need in the parentheses by the proper size(s).

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HONDA ODYSSEY & ATC RACES
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Gates 5:30 Practice 6:30 Race 7:30
Motocross Every Friday Night

MX RACES EVERY SUNDAY AND FRIDAY NIGHT
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
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WANT ADS

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Mechanic (cycle & sml. engine)
In Colorful Colorado. Town of 8,000 people. Uncompahgre Equipment Co., P.O. Box 1645, Montrose, Colorado 81401. (303) 249-5783. (22)

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The leader in aftermarket suspension and competition engine specialty parts is looking for a customer relations person with a technical background. Mechanical skills required. Should have extensive background in M/C aftermarket business. Prepare a resume and call. (714) 527-1641. (21/TFN)

Honda BMW Parts Manager/ Parts Person/ Salesman and Mechanic wanted
Largest motorcycle dealership in Orange Co. Excellent salary, large commission, paid vacation, uniform & insurance furnished. Excellent working conditions. Honda Mission Viejo, 26371 Avery Parkway, Mission Viejo, CA 92675. (714) 831-0122. Ask for Radwan. (22)

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

WANTED: Full time experienced Yamaha partsman. (213) 635-8058. (50/TFN)

Service Manager
Excellent opportunity for ambitious, aggressive, take charge orientated individual. This is a large, well established Honda dealership in the Los Angeles area. Paid plan & benefits. Mail short informal resume to: Cycle News, P.O. Box 498 Dept. DP, Long Beach, CA 90801. You will be contacted for a confidential interview. (21)

Mechanic wanted
Commission or hourly. Apply Sunshine Yamaha, 1010 W. Chapman, Orange, CA. (714) 633-0064. (24)

Yamaha mechanic wanted
Full time, experienced only. Call: City Cycle Center (213) 861-6217, ask for Dave. (21)

Motorcycle mechanic sharp!
With tools, with parts sales experience. Top position, no lay-offs, basic guaranteed, plus excellent percentage. The Outrider, 10545 W. Pico Blvd., Los Angeles, CA 90064. Mr. Anton for appointment (213) 879-3350. (22)

Honda Parts Person
Apply Lakewood Honda, 11747 E. Carson, Lakewood, CA. Ask for Steve (213) 860-1354. (TFN)

Opportunity knock!
Large new Honda dealer needs super sharp parts & accessories salesman, and one dynamite motorcycle salesman. Top money paid for the right man. Apply at California Honda (213) 272-3559. (21)

Honda Kawasaki flat rate mech.
Parts & sales help wanted. Here's your chance to join the fastest growing dealership in the Southeast. Immediate openings for experienced people. Call Bob Dellorto (813) 971-8171. (21)

Yamaha mechanic wanted
Experienced only. Good hours and good pay. Contact: Dale Modern Cycle, 225 E. Baseline Ave., San Bernardino, CA. (714) 884-6464. (20)

Honda Parts Person
One of California's largest Honda motorcycle dealerships is looking for experienced parts man. Excellent salary plus commission, paid vacation. Apply at Ontario Honda, 931 W. Holt, Ontario, CA 91761. (714) 983-0695 or (213) 331-7115. (TFN)

Administrative assistant needed Bel Ray Co., Inc.
To assist regional manager, manage office, process sales. Good salary, excellent benefits. Call Dave Rodgers between 8:30 a.m. and noon. (714) 522-0581 or (213) 921-1055. (TFN)

Honda mechanic
Good opportunity for journeyman. Commission, off Sat. & Sun. Southern California's largest agency. Call Jack (213) 691-0553 or (714) 879-8252. (21)

Assistant Service Manager
I have my service writer. Now I need an experienced assistant. Must know customer & mechanic management as well as proper way to write RO's to get the most out and maintain good customer relations. Salary plus commission. Bill Krause Sportcycles, Honda, Yamaha, Kawasaki. Ask for Jim (213) 671-0405 or 674-5311. (25)

Honda Mechanic
Golden opportunity. Must be experienced and have own tools. Hospitalization & Dental, profit sharing, paid vacations. Top wages, permanent position. Long Beach Honda (213) 423-1433, ask for Wes Mullen. (21)

Honda Mechanic Wanted
Experienced Honda Mechanic needed for growing So. Calif. Dealership. Call Tony (714) 793-2833. (21)

Central California Salesperson Wanted
Major accessories distributor seeks new salesperson in well-established central California sales route. Excellent opportunity for aggressive sales person. Prior experience helpful. Please contact Chuck at (213) 344-5175 or (213) 705-3413. (22)

OPPORTUNITY
New growing accessory manufacturing business has opening for participating partner. Qualifications required: A) Manufacturing experience. B) Engineering (R&D). C) Motorcycle industry knowledge. D) Sales ability. Short informal resume required. Send to Cycle News, Dept. TR, P.O. Box 498, Long Beach, CA 90801. (21)

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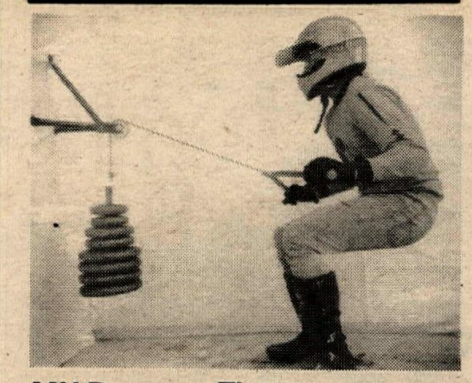
Start immediately. Full time. Excellent benefits. Contact Hacienda Heights Honda, 507 N. Azusa, La Puente, CA 91744. (213) 968-6461. (21)

Start an exciting career as a...

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS 10025 Shoemaker Ave., Santa Fe Spgs., CA 90670. (TFN)



MX Racers — Tired Arms?
Use this MX-Xerciser. Strengthens arms, wrists, grip, shoulders, even legs! Uses your own weights, or a pail of sand, etc. $17.95 + $2.00 S&H. Freedom Sports Center, RR 1 Box 98, Houghton, MI 49931. (2x/21/EOI)

15 FOOT Smuggler trailer. Excellent condition $1500.00 Phone (213) 728-8636. (21)

Laverda Enthusiasts
New Laverda dealer has the new 1200cc Jota America and 1000cc Jarama. Sherman Oaks Honda & Triumph, 14460 Ventura Blvd., Sherman Oaks, CA 91423. (213) 788-2251. (24)

Alba Honda Sale
'78s. KTM 250 & 175. Bultaco-Frontera 370 & Pursang 370-Maico Magnum-

In Stock on Sale-
Financing available. Alba Honda. (714) 436-9771. (22)

WINDJAMMER SS $258.00 w/mounts. We can fit most makes. Bell RT Helmets $38.50. Pasadena Honda the #1 volume dealer. 1965 E. Foothill Blvd., Pasadena, CA. Open 7 days. (213) 795-0271. (24)

Honda Parts
Need sharp person to fill opening in our fast expanding parts & accessory dept. Excellent work conditions, profit sharing, retirement & health insurance. Top salary to right person. Honda of Pasadena, 1965 E. Foothill Blvd., Pasadena, CA 213/795-0271. (24)

'77 YZ 250D ***
Very good condition, well maintained, clean, K&N, inter-am bars, reliable, $875—Lou—(213) 258-3358. (21)

'77 Maico AW400
Showroom condition, stored past 6 months, many extras. $975.-offer. (213) 454-2862. (21)

XL410 C&J Framed
Mega needle Cam, works gas shocks, betor LT forks, H.D. gears, elsinore wheels, 240 dry, leaving country. Call late eve (213) 379-3143. (22)

'76 Yam. TT 500
Down pipe, mint cond., jams, $790/offer. '72 Honda SL 125, no probs., reliable, runs great, $275/offer. After 5:00 (213) 833-0447. (21)

KTM 400, 1977, never raced, clean. Best offer. (714) 536-7182 Tom. (21)

Kawasaki Engine
1000cc Complete $750. 70 Suzuki TS 250cc-Dirt-Run good-Not lie. $250 cash only. Wanted-SL125 Crank Assemble. (714) 962-7607. (21)

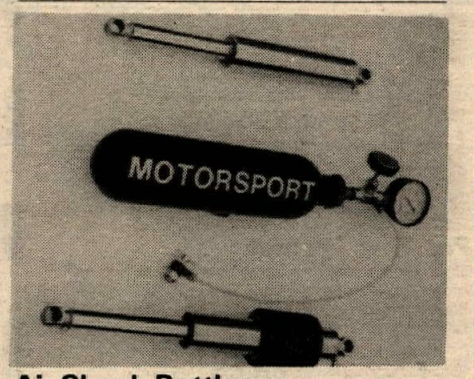
'78 Harley Davidson
250 MX Never been raced, very clean. (714) 371-0425. (21)

'69 Yamaha AT-1M
Built engine, strong and fast, extras, w/helmet. $235.00 or best offer. Ask for Mike after 12:30 (714) 979-9969. (21)

Bike racers tool set
Large chest, most tools new, $500.00 actual value, must sell fast. $200.00. (213) 949-3513. (21)

'77 Harley Cafe racer
2500 miles, excellent cond., Calif. and Fed mufflers, 3K/offer. (714) 996-4412. (21)

'78 Suzuki RM250C
Excellent condition, never raced, many extras. F/F rear brake, Arnacos, bar backs, Twin Air, etc. Price $750.00. (213) 583-7997. (21)



Air Shock Bottles
1800# certified filled to 600# with core depresser air chuck, $79.50. Motorsport air shoks, $149.50, w/coolers, $174.50. Bottle & shocks, $20 disc. Motorsport, 5900 Manita, Long Beach, CA 90815. (213) 596-3691, 6-10 p.m.-PDT. (25)

'75 BMW R90S
Less than 6000 mi., custom paint, exhaust, wheels (mags), seat and fairing, oil cooler, rear disc, ex show bike. $2750.00 firm. Days (714) 632-4631, weekend & eves (714) 635-4745. (21)

1977 Maico AW 400
Ridden one time, new condition, extras, $1,000. or offer. (213) 427-5913. (21)

New TZ750E in crate
With spares kit, Vesco Works type fairing. Fred or John (512) 828-3101. (22)

TT500D chassis
1977 Yamaha: Works Performance shocks, 3.20 Barum, good tank, seat, no engine or electrics. Have title. $200.00. MWF evenings (213) 388-8282. (21)

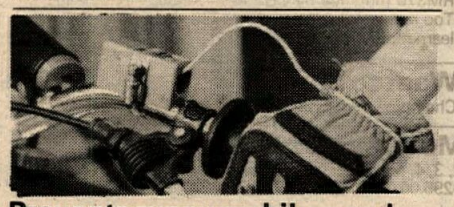
'77 XT500D Yamaha
600 miles, pipe, good condition, leaving country, $850.00. (213) 596-0562. (21)

Don't Ride a 4 Stroke
Without an oil temperature gage dipstick. Know your motors running temperature at all times. Available for most popular makes of 4-strokes thru your local dealer or send $19.95 & $1.00 handling & shipping to: Baja Gear Corp., P.O. Box 7, Costa Mesa, CA 92627. Calif. res, add 6% sales tax. 714/645-8212. (21)

CZ
Parts, accessories and service. JB Cyclery, 2332 Fruitdale Ave., San Jose, CA 95128. (408) 286-2891. (23)

'74 BULTACO ASTRO, 38mm carb, half mile pipe, special shocks, bars and tires, $700.00. '76 BULTACO ASTRO CLICK SHIFT TRANS, micro lubed, Tommy Conner top end, Jemco spools, disc rocket. Must see to appreciate. National #57 campaign bike. $1100.00. TRACKMASTER YAMAHA 750. Early style motor, chromed frame, new paint job. Many spares, gearing, spools, disc, special bars & cables. A.T.P. 2 into 1 turbo pipe. $1800.00 or best offer. Call Pee Wee Gleason (714) 557-7004. (22)

Hi-Compression Pistons-Cheap!
Jahns & Hepolite racing & street pistons for BSA/Triumph 750 Triples (squish & standard type) & Norton short stroke 750. 212/596-0504. (21)



Prevents runaway bikes and engines
Shuts engine off when marble is pulled free. Send $14.00, includes tax & postage. Add $3.00 for spare marble strap. MARBLE SAFETY SWITCH, INC., 14551 Ventura Blvd., Sherman Oaks, Calif. 91403. (213) 783-1567. DEALER INQUIRIES INVITED. (29)

XR 750 Harley-Davidson
Very fast, completely rebuilt, set up for mile & ½ mile. Ridden by Nat. 46 last year. Definitely a main event bike. Comes ready to race and spares to keep your initial investment low. Motor retrofitted like '78, and has the latest speed parts installed to insure a front row. (206) 863-3369. (22)

'74 Honda CR250
Looks and runs like new, forward mounted shocks, DG pipe, factory GP barrel. New piston & ring & all riding gear — all new parts. $500. Eve's. (213) 881-8826. (21)

'74 Bultaco 250 Pursang
Factory stock and in great condition, plus the best of all riding gear, Torsten Hallmen leathers, new Jofa shoulder pads, Hi-Point boots, etc. $400.00. (213) 342-4029. (21)

RD350 Yam. Prod. racer
New engine by Fairway, new PZ2's, S&W's, rear sets, car coils, clean & also street legal. $800.00. (213) 949-3513. (21)

11 Inch Travel KYB Pro Line
Forks for RM 250-370 Suzuki. Brand new, never used. $250.00 (402) 464-8202. (21)

'68 MZ ISDT
The classic ISDT machine. 99% original, fully restorable.$800. Call weeknights after 7 (714) 525-5826. (21)

1977, 390 Husky CR
XInt. cond., air caps, Curnutt shocks, 2 factory tanks, 2 air filters, 38mm Bing. Must sell, $1050.00. (213) 444-3205. (21)

WANTED: Set of stock wheels for Yamha TT/XT. (714) 645-8146. (21)

*****Cycle trailers...$199 & up*****
1, 2 & 3 rail — Major Brands + 4 & 5 Rail Customs — Small or large wheels. Also Utility & Vehicle Trailers & Hitches. MS (213) 767-1757. TFN

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'75 Honda 125 race ready has everything $475, Honda 100 needs work $100, 3 bike box trailer $175, stock exaust for Honda 400F $100, Road Bar with lamps for 400F. $75. (714) 552-9073. (21)

'76 Yamaha 400 Enduro
New in 77, street legal, super off road too. $750.00. Jim, Day (714) 629-4001; eve (714) 989-1651. (21)

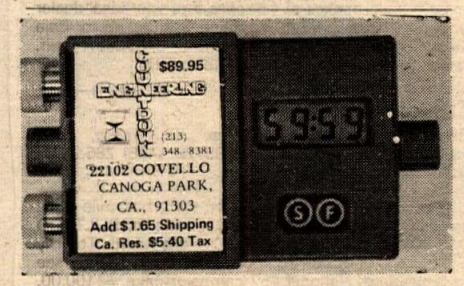
Jawa Speedway, $995.00
Clean throughout, fresh motor and lots of extras. Financing available. Call: (714) 623-1204 from 9:00 to 7:00. (TFN)

'78 Maico 400
Near new complete stock. Must sell, make offer. Nite (213) 244-8715, day (213) 245-7292. (21)

Mammoth
Condo rental. Pool. Jacuzzi, Sauna. (805) 482-2646 or (805) 487-4994. (21)

'77 Maico AW 400
Never raced — as new condition, used only 4 hrs desert riding. $1100.00 OBO. (213) 963-5058. (21)

'75 Yamaha Monoshock 400
Complete desert and enduro accessories, $575.00. Will deliver, must sell. (714) 488-6790. (22)



(213) 348-8381. (23)

1979 Daytona
Interested in group tour to Daytona during Speed Week? (Races, sunshine, Dealer's Convention.) For information, write: Daytona, P.O. Box 98094, Seattle, WA 98188. (21)

Thumper lovers!!!
RM370 modified by C&J to fit XL-350 Honda engine. Too many trick items to list. $750 w/o engine. Call and learn more. (714) 598-5350. (21)

Want to buy
Champion frame 750 Triumph. (503) 476-7384 eve. (21)

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REBUILT CRANKSHAFT for Kawasaki 500cc Triple. Unused, $45. (213) 399-5775. (21)

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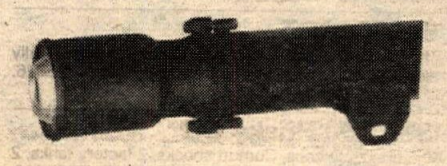
Has used motorcycle parts. Large selection of engines, frames, tires, wheels and more. All reasonably priced and guaranteed. Call or write for further information. Motorcycle Recycle, 110 N. Manchester, Anaheim, CA 92802. (714) 776-8630. (TFN)

Motorcycle trailers
1 to 5 rail. Call Custom City Yamaha for prices. Open 7 days. (213) 635-8058 or (714) 636-3381. (21)

Used parts
MX & street. We have them all. All makes/models. Save 50% or more. K & K M.C., 1409 S. Main, Las Vegas, NV 89104. (702) 386-0567. (22)

Rent the Baja
Choice super 8mm footage. '58 Catalina G.P. '75 Baja 1000. '76 Parker 400. '76 Mint 400. '77 Baja 1000. $20 each with $10 deposit per film. Contact Lane at (213) 378-4677 or write: Action Filmways, 26709 Basswood Ave., Rancho Palos Verdes, California 90274. (21)

'78 Can-Ams getting scarce!
The nation's largest Can-Am dealer, Kolbe Cycle announces a limited number of new '78 Can-Ams are still available...250 MX-4s...370 MX-4s...175 and 250 qualifiers. Don't be left out! Soon we will be out for the year! Kolbe Cycles, 22123 Ventura Blvd., Woodland Hills, Calif. (213) 348-7865. (22)



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1972 WR Husky 450cc
Excellent condition, Stock $500.00 (213) 968-4849. (21)

1976 KX 250 Kawasaki
Very good condition $500.00 (213) 968-4849. (21)

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Gigantic shipment just arrived. All sizes now in stock — MX or Enduro. See your local dealer. (21)

'72 Harley XR750
Motor completely rebuilt, new glass, pipes, Red Wings, S & W's, updated cams, Klingingsmith frame, barely broken in, all new and fresh, many spres. $4,500. (312) 355-5740. (21)

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750cc Yamaha flat tracker, Shell frame, fresh engine, extra rear wheel, tires, gearing. Also selling Yamaha 500cc, 1978 TT special, pipe, carb, 19" front wheel, Carlisles, extra Goodyear tire for rear. Ready to race. Have a new Lectron carb, never used, from 250 kit for Bultaco. (815) 625-7481. (21)

1970 Ford Supervan, $2095
'70 E200 long wheelbase. 302 V8, set up to haul bikes. 46-gal. tank, removable bunk, alarm, 4 spare wheels. Clean, good mech. cond. (90846P). Before 10 p.m. (213) 399-5775. (21)

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We repair stripped port threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (11/TFN)

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Dial-in that chassis BEFORE you get to the track with MOTODESIGN'S RACING LOGBOOK. Lets you record everything from gearing to suspension settings while practicing or racing. Keeps track of what combinations work and saves time on race day. Provides a complete record of your racing year. Helps recruit sponsors for next year. Send $10.95 plus 50¢ handling to MOTODESIGN, P.O. Box 4233, Memphis, TN 38104. Specify #602 for motocross, #604 for flat track and road racing. (16)

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With Neil Street 4-valve conversion by Gene Rhyne — new, never been raced — includes spare wheels — sprockets — transmission, carburetors and many other spare parts. Call (805) 255-6573 — after 5 p.m. "Will negotiate." (21)

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All models in stock. Why wait? 360 WR's, Burleson replicas, 125 replicas at unbelievable savings. Freedom Husqvarna, Warrensburg, MO. (816) 747-9722 or (816) 765-5785. (22)

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In restorable condition. Extra frame. $195. Before 10 p.m. (213) 399-5775. (21)

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The finest, most attractive trailers built! Send for brochures and prices. 7685 Placer Rd., Redding, CA 96001. Phone: (916) 244-1170/eves. (916) 241-1100. (24)

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Like brand new, blue. Sacrifice at $150, worth $485. (714) 875-2153. (21)

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Like new; never raced. $375.00. After 6 (213) 333-1045. (21)

'76 Champion Frame
For 125 Yam Disc brakes all you need is engine. Best offer (213) 390-2147. (213) 390-2147. (21)

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1976 Suzuki RM125 $600.00 1974 Suzuki GT750 W/Extras $900.00 Velorex sidecar w/Universal mounting 425.00 or make offer on any. (213) 962-0235. (21)

Bulataco Bonanza
'75 360 Frontera Lo miles $400. '76 125 Pursang like new $350. Come an get um. No reasonable offer refused. (714) 581-7540. (22)

1978 Can-Am 250 MX4
Factory Forks, runs great, set up by AMA Pro rider. $1300/offer (Joe) (213) 833-1148. (21)

'72 SL 125 Honda
1,300 miles, xInt. cond., knobbies, street licensed. Paul (213) 681-2581 days; (213) 351-8601 eves. (21)

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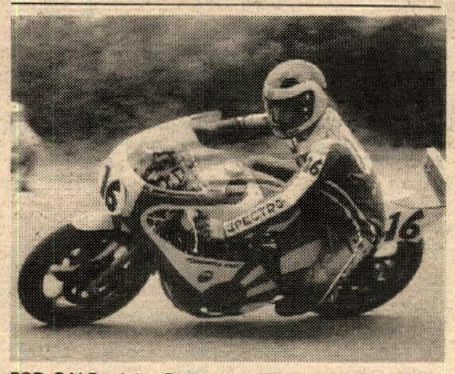
Lots of goodies. 100 Gal water, 30 Gal gas tank to name a few. Call(213) 330-4324 after 2:00 p.m. (21)

'77 YZ 250D, '76 Maico AW 250
YZ PRO FAB Swingarm, extra front wheel and much more. $925.00. Maico has Wheelsmith forks, sun rim, Andre bars, new fenders & much more. Store for 10 months $695.00. Call Ryan. (213) 328-94 / /. (21)



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'76 Honda Elsinore
Great cond., over $1,500 invested, sacrifice for only $525.00. Call (213) 422-1576 or (213) 425-9855. (21)

Simon forks
For "76" Husky — $275.00. Protopipe — $50.00. Profab swingarms and Fox Shox — $100.00. Excellent condition. Mark (415) 439-8392. (22)

'77 Suzuki RM 125B
Expertly Maintained. Bought 7/13/77. $600.00. (213) 866-7792. (21)

1976 Husky 250CR
New top end, excellent condition. T & O used bike waranty. $795 plus tax and DMV fees. T & O Yamaha, Lomita, CA. (213) 534-2311. (21)

750 Hondamatic 1977 3N8296 lic.
Windjammer fairing, bags, crash bar, all color matched. Must sell, under 1500 miles. (714) 631-1559. (19)

'76 RM250 DG
Works Performance shocks, Al Baker front end, DIDs, D.G. seat. $575.00. (714) 546-5285. (22)

'78 RM125-C
XInt. cond., cleaned ports, Metzelers, Phase II, ridden few times, new top end. Must sell!!! Call after 7 p.m. $765.00 or best offer. Rick (213) 469-8731. (21)

Speedway bike
Must sell. Make offer. Extras included, few races on engine. Fast, clean. (213) 941-0715. (21)

Brand new 125 enduro bike!
1972 Gemini 5 speed. Still in crate. Complete street equipment. Must sell by 6/7. $600 — or best offer. Will ship. (714) 971-3314. (21)

CAST WHEELS & REAR SETS: Pair of Shelby-Dowd Star wheels for Honda CB 500/550, including rear disc brake complete, $195. Also, Read-Titan rear sets, $50. Can ship. (203) 228-3863. (21)

Two '78 RM125s
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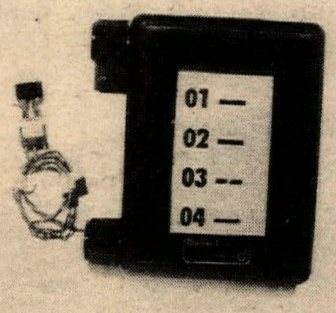

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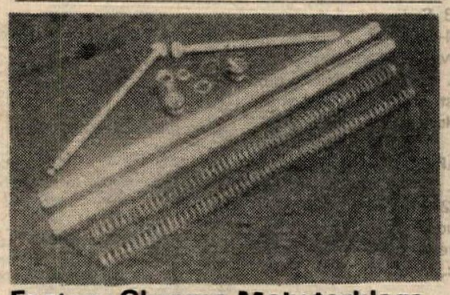

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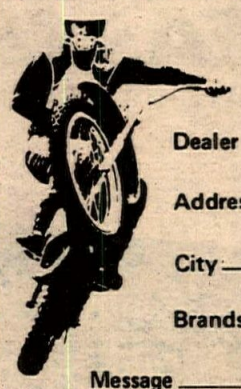

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